

# POLIS

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## 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

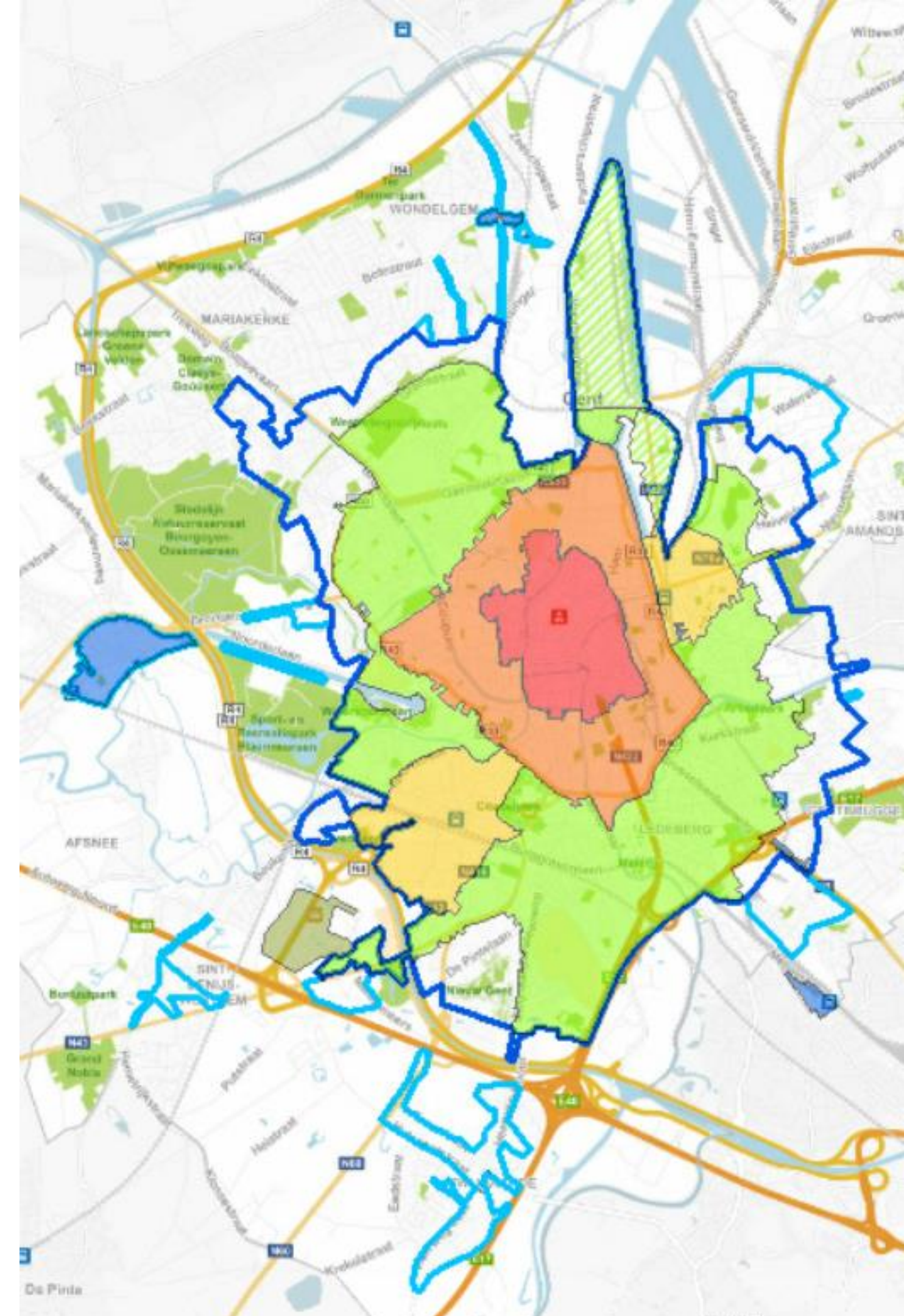
37.000+ parking spots with regime

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  $\pm 3000$  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

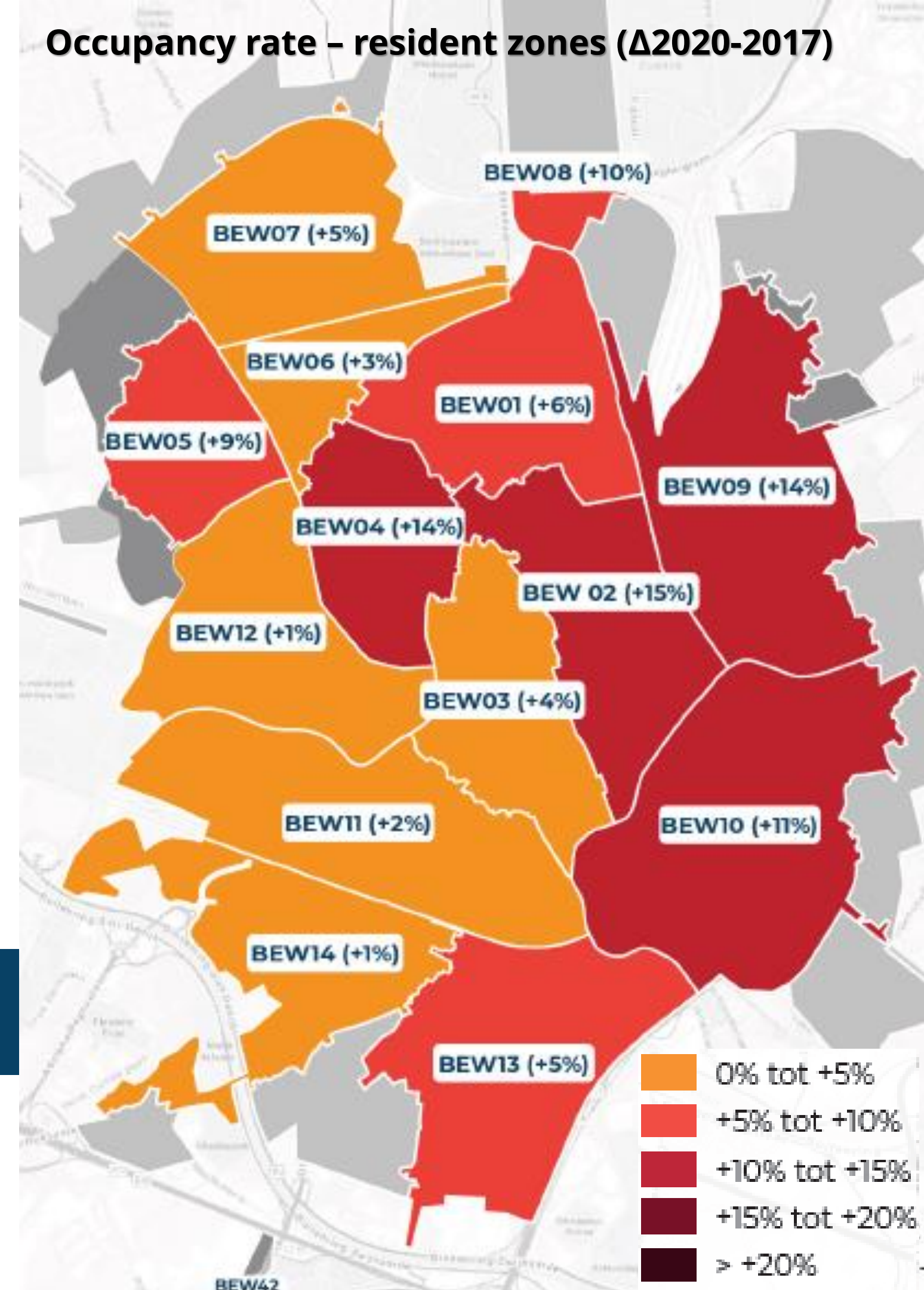
	2017	2020
<b>Total parking spots in Red, Orange, Yellow and Green zone (zones with paying regime)</b>	40.600	37.400
<b>Reserved parking spots</b>	3.450	4.050
<b>Paying parking spots</b>	37.150	33.350



# 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%



# 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 $\Delta$ 2020-2017	Visitors $\Delta$ 2020-2017
Morning	56%	44%	64%	36%	+ 8%	- 8%
Afternoon	56%	44%	64%	36%	+ 8%	- 8%
Evening	66%	34%	73%	27%	+ 7%	- 7%
<b>Average</b>	<b>60%</b>	<b>40%</b>	<b>67%</b>	<b>33%</b>	<b>+ 7%</b>	<b>- 7%</b>



*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

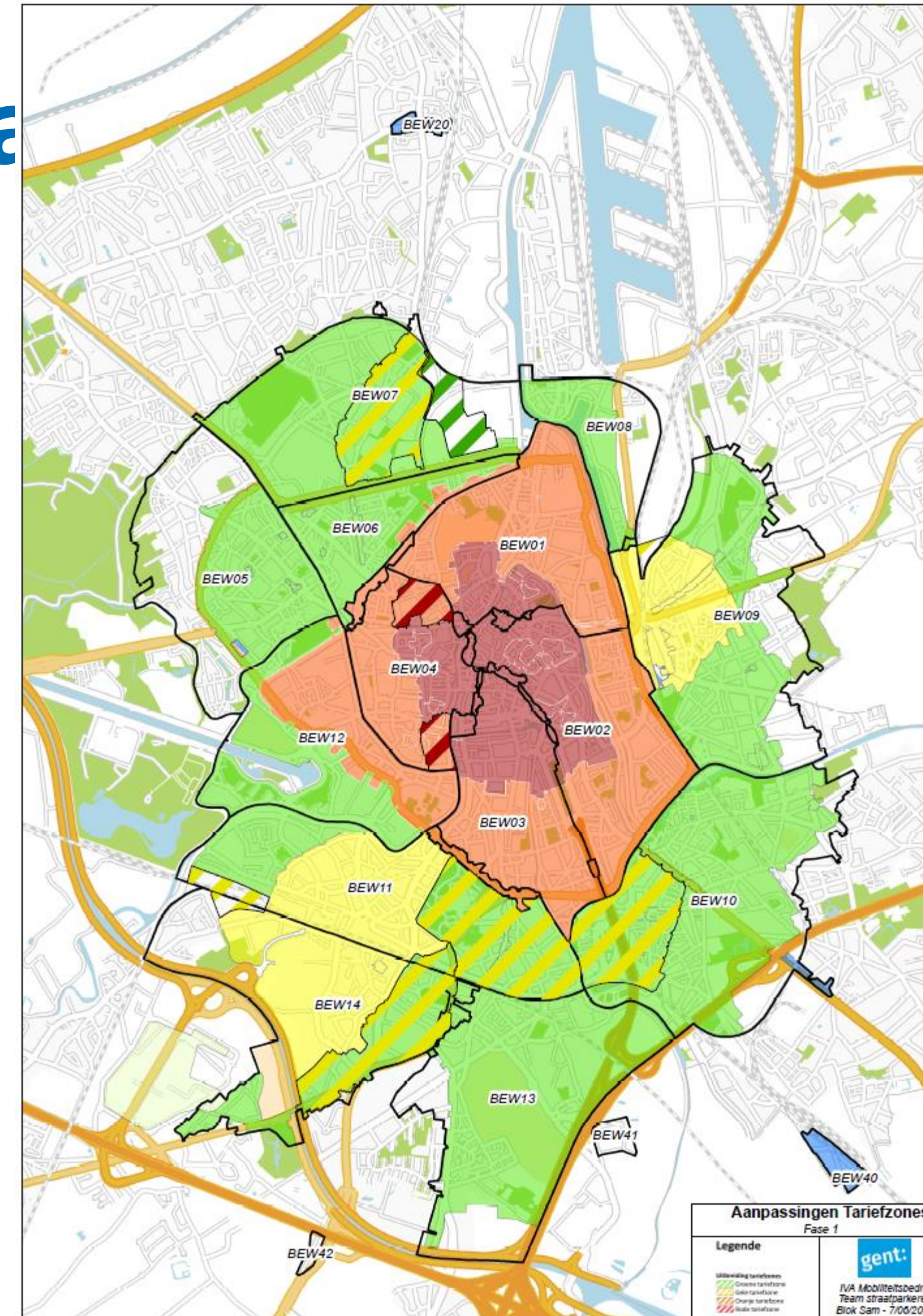
- STOP-principle in Ghent
  - Only where there is enough space on-street parking spots remain
- On-street parking:
  - for residents and specific target groups (car sharing spots, spots for persons with disability, spots for logistical distribution, charging station spots,...)
  - existence of reserved 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





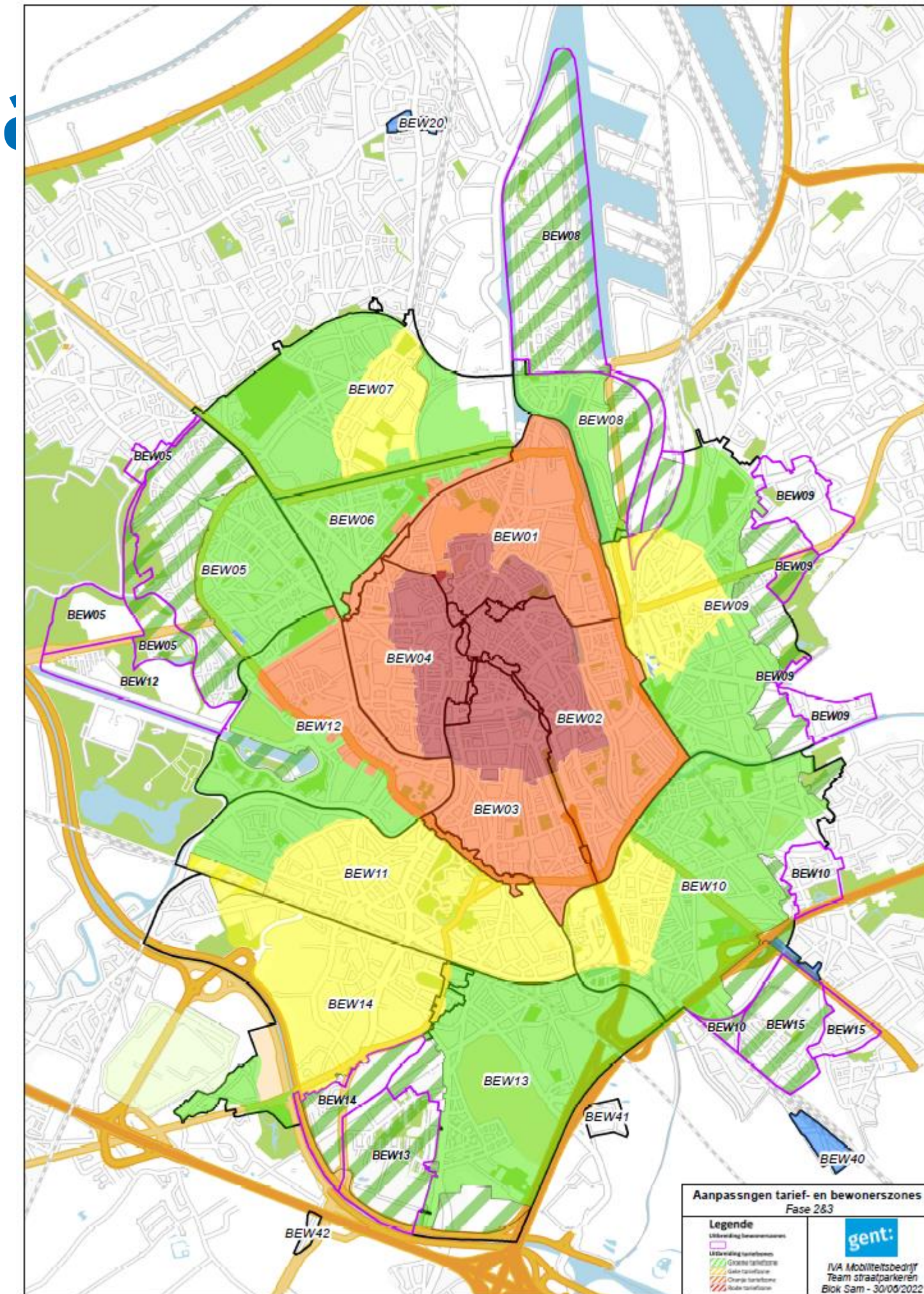
# Update of existing Parking Plan

- 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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