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EUROPÉENNE DE LILLE

EV-parking policy update

French Legal recent changes :
EV accessibility & solar panels on « outdoor car parks »

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EV Accessibility

3 issues for EV accessibility :

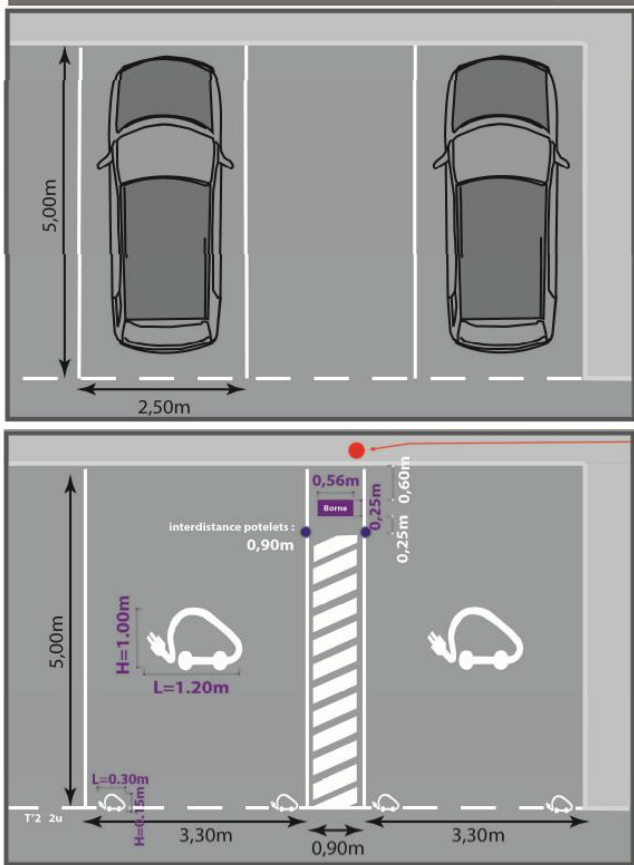
- Charging stations
- Parking / charging spot
- Distribution in the city

Mobilities Orientation Law, [article 19](#), 26/12/2019 (translation : DeepL)

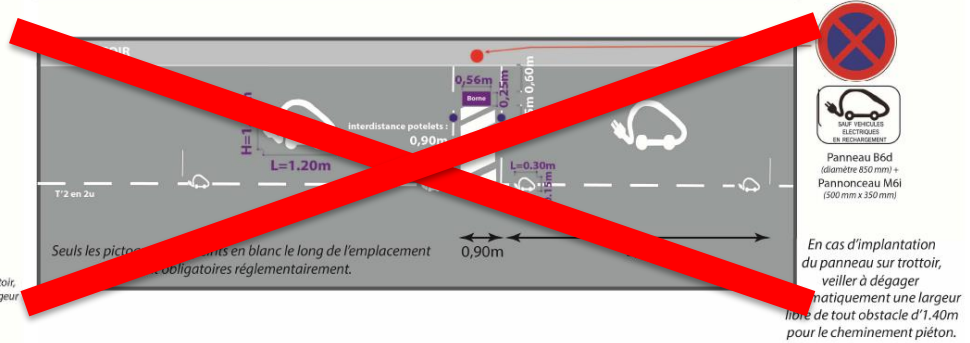
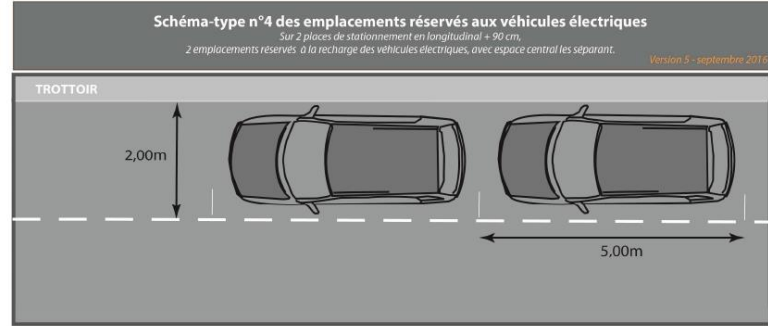
« **On municipal roads**, when parking spaces are marked out on the public domain and equipped with electric vehicle charging systems, **a minimum percentage of all such spaces**, rounded up to the nearest whole number, **must be accessible** to people with reduced mobility, **without the space or spaces being reserved for them**. [...] The percentage of accessible spaces is defined by ministerial decree". (4th paragraph of art. L2224-37 of General Code for Local Authorities)

➤ A derogation to the universal accessibility for new services.

EV Accessibility / French decree project



Credits : MEL



Forbidden by French Law
Represents 80% of the on-street parking offer

- Accessibility of the space and the charging station must comply with the accessibility existing rules (decree of January 15, 2007 on roadway accessibility).
- **A degressive rate of accessible spaces on roads : the more charging stations installed, the lower the rate is, to facilitate better spatial distribution.**
- An increased rate after January 1, 2026, to take into account the increase in the electric vehicle fleet and changes in municipalities (local election in March/April 2026).
- A rate applied at the **scale of the local authority in charge of Electromobility planning (the communal or intercommunal authority).**
- Accessible places equipped with charging spots before 2020 can be counted
(Translated with www.DeepL.com/Translator (free version))

- Numerous fine thresholds (up to 5 spaces, 10, 20, 50, 100, 199 and over 200)
- A fixed rate of one accessible space for every 5 spaces with charging station
- Beyond 5 spaces, rates of 30 to 10% of spaces accessible (but not reserved).
 - Still being discussed, will probably be a bit higher (+5%?)
 - Adaptation to avoid thresholds effect (need to reach the right number of accessible places before the lower rate applies)
- A fixed rate of one longer space for 10 spaces or more (up to 20) then obligation of two longer space for every 50 spaces with IRVE

Solar panels on « outdoor car parks »

Solar panels / French law, between energy producing and land saving

To increase renewable energy production

- *2 for 2028 : reaching 80GW

To limit land consumption :

- For 2031 : to limit land consumption to 50% of the observed land consumption between 2011-2021.

Land consumption = artificialisation

- For 2050 : to reach Net Zero Artificialisation (ZAN), with 10 years objectives of reduction

Net = artificialisation - renaturation



[LOI n° 2021-1104 du 22 août 2021 portant lutte contre le dérèglement climatique et renforcement de la résilience](#)

Article 111-19-1 of the Urban planning code

Outdoor car parks of more than 500 m² associated with buildings or parts of buildings to which the obligation set out in article L. 171-4 of the French Construction and Housing Code applies, as well as **new outdoor car parks open to the public of more than 500 m²**, must incorporate **at least half of their surface area in the form of surface coverings, water features or vegetation** to encourage the permeability and infiltration of rainwater or its evaporation.

[...]

If the said car parks include shaded areas, these must incorporate a renewable energy production process over their entire surface area.

These obligations do not apply to car parks which, **due to technical, safety, architectural or heritage constraints**, do not allow the installation of processes and devices, **or when this obligation cannot be met under economically acceptable conditions** due to technical constraints.

Solar panels / French law « Acceleration of Renewable Energies » > existing « outside car parks »

[LOI n° 2023-175 du 10 mars 2023 relative à l'accélération de la production d'énergies renouvelables](#)

Article 40

Alinea 1 :

At least half of the surface area of [the existing] outdoor car parks larger than 1,500 m² must be equipped with a shading system incorporating a renewable energy production process on the entire upper part of the car park.

Alinea 3 : differentiation according to park management method

- If managed under concession or public service delegation: obligation on concession or renewal date if before 01/07/2026, otherwise 01/07/2028;
- Otherwise, 01/07/2026 for car parks over 10,000 m², 01/07/2028 for parks between 1,500 and 10,000 m².

Alinea 5 : financial penalty on the manager of the parking facility concerned, up to a maximum of 20,000 euros per year until the facility is brought into compliance, if the facility has a surface area of less than 10,000 square meters, and up to a maximum of 40,000 euros if the facility has a surface area of 10,000 square meters or more.

(Decree project) « I.- The surface area of car parks subject to the obligations set out in article 171-4 of the French Construction and Housing Code and article L. 111-19-1 includes :

1° spaces intended for parking vehicles and their trailers off the public highway, to the exclusion of any other use, located within the perimeter between the entrance(s) and exit(s) of the car park; [...] »

- An issue in « outdoor car parks » definition : how to identify them? How can you claim « excluding any other usages » ?
 - The State administration seems to have an extensive definition, understanding « **every surface dedicated to park cars offstreet** »
 - In Lille Metropole, it can reach from 100 to 500 « car parks », according to how you define them (bareer / no bareer ?)
- Other issues in exclusion possibilities:
 - Patrimony protection
 - Economical issues
- Implementing the law?
 - Why the « mannager » of the car park? How for public domain ?
 - Who to follow the procedures : feasability, file analysis, enforcement ?



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