

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE
2024

27-28 NOVEMBER 2024

KARLSRUHE (DE)



Baden-Württemberg
Ministry of Transport



Karlsruhe



Identification criteria for public parking lots serving the city

14:30 - 16:00

27 November 2024

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Who is



bruxelles
environnement
.brussels 

?

- Created in 1989, Brussels Environment is responsible for the environment and energy policy in the Brussels-Capital Region
- Its fields of activity cover the environment in the broadest sense, including:
 - **Air quality**
 - **Energy**
 - Soils
 - Noise pollution
 - Electromagnetic waves
 - Waste management
 - Sustainable production, construction and consumption
 - Animal welfare
 - Natural areas management
 - Non navigable waterways management
 - **Fight against climate change**

Why Brussels?

- How to improve public space quality en reducing emissions ?
- Rethink the modes of transportation and the space allocated to each of them...



Why Brussels?

Brussels by car ? A long story that began in the mid-1950s...



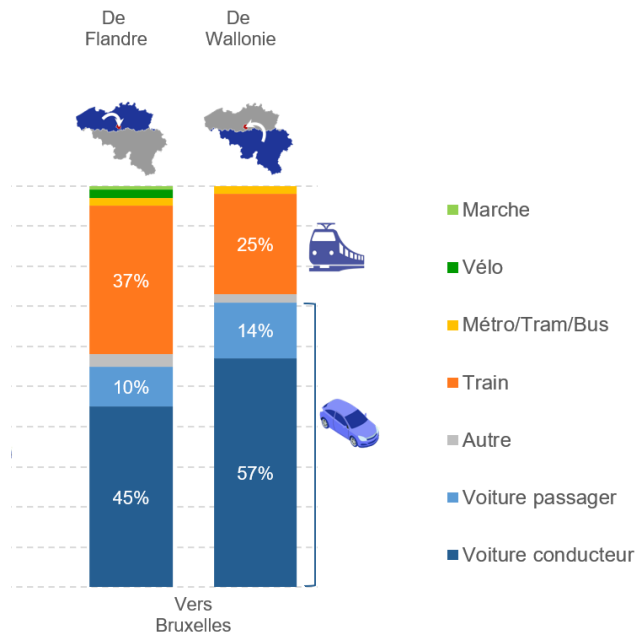
Source: Ministère des Travaux publics et de la Reconstruction, Bruxelles, Carrefour de l'Occident, brochure publiée en 1956



Source: Bruciel - Collection Travaux publics – Avenue des Arts, Bd du Régent, Rue de la Loi 1956

Brussels today...

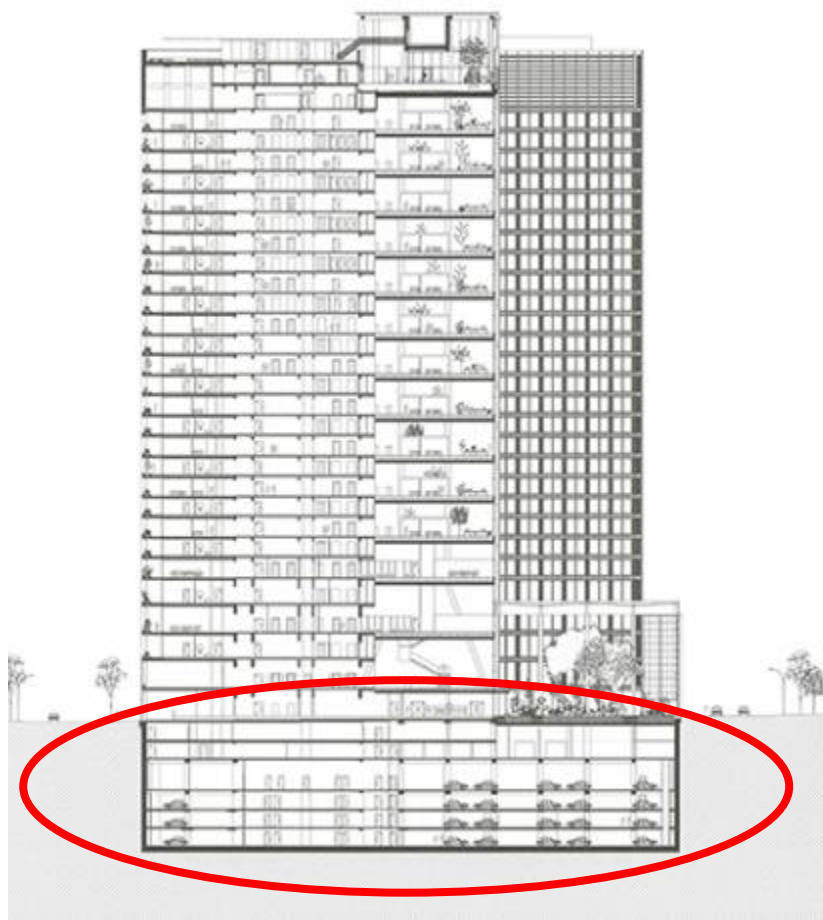
1 in 2 Brussels workers is a commuter
(Stabel, 2022)



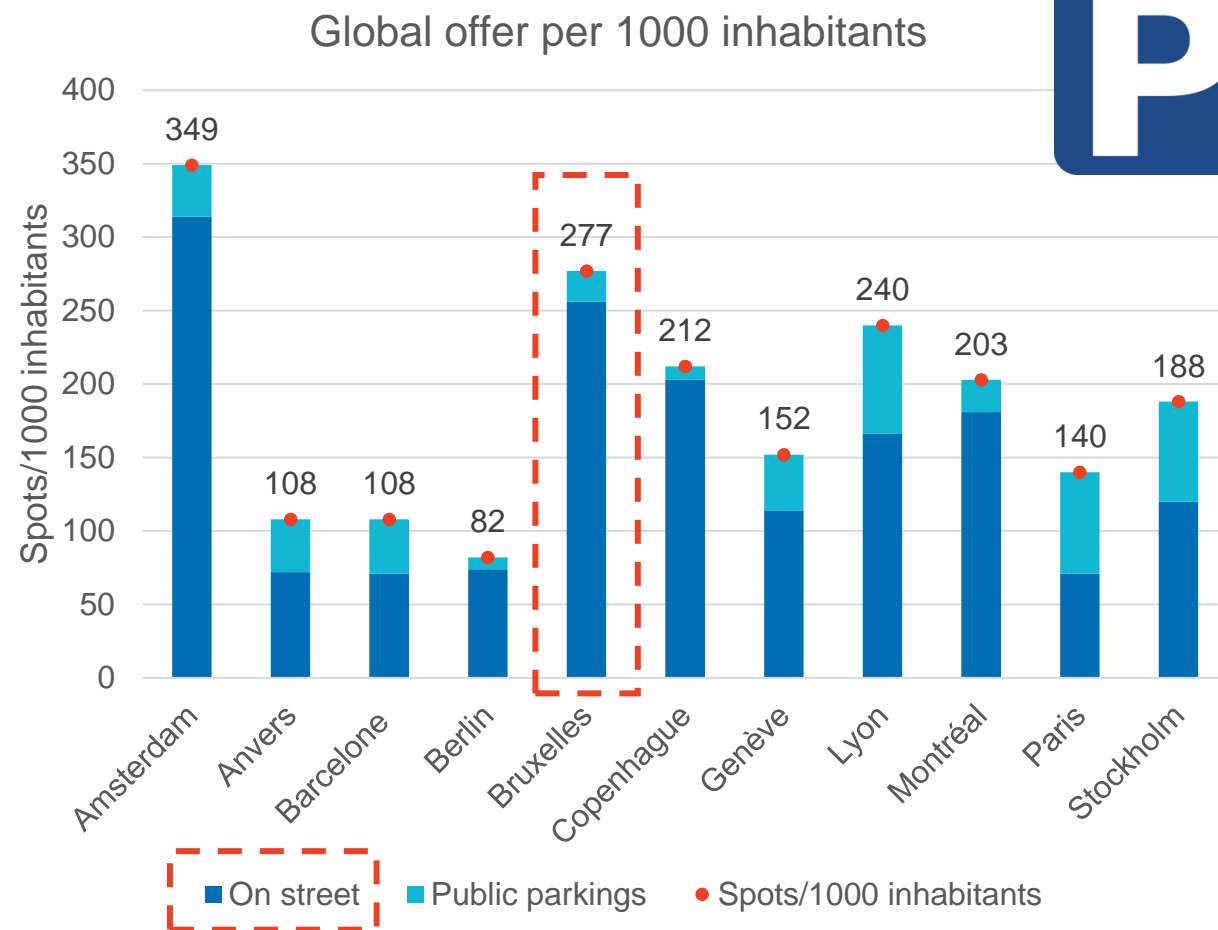
Modes of transport used (number of journeys) to Brussels by Region of origin (Monitor survey (2017), SPF Mobility & transport, 2019)



Brussels today...what about parking ?



Large private car parks

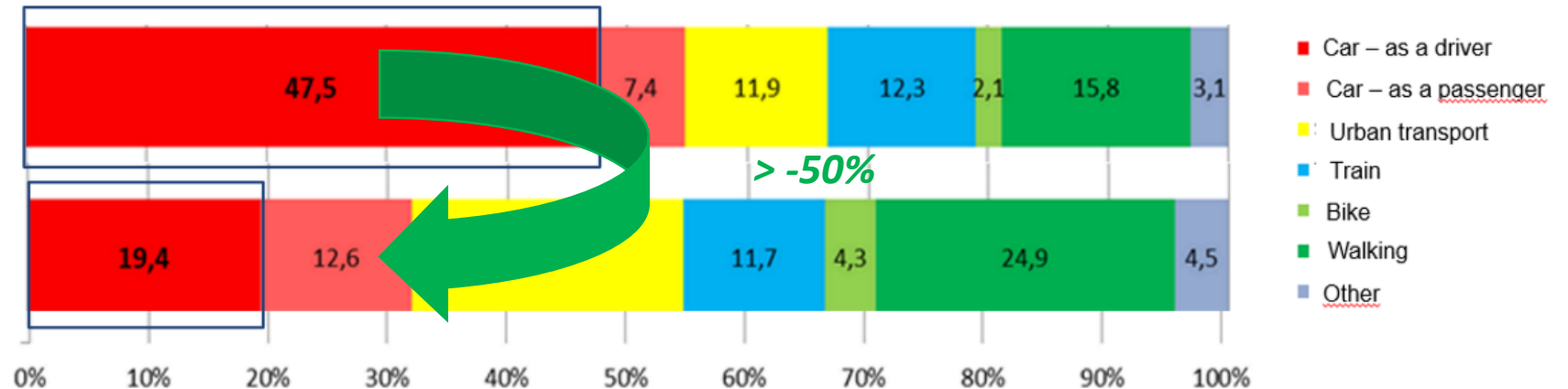


Source: Benchmark politiques de stationnement, SARECO (2020)

Why parking?

Parking spot available at destination

No parking spot available at destination



BELDAM, 2010

Mode of transport used on an average day for Brussels related journeys (to or from + those within Brussels) according to whether or not a parking space is available at the place of work or study



How does Brussels tackle this?



Shift from on-street to off-street parking

The regional objective is to eliminate 65.000 on-street spaces by 2030



Reduce the number of parking spaces available in office buildings to limit the use of individual motorised modes of transport for home-work journeys

CoBrACE legislation



What are the roles of public parking lots in these strategies?

Take over from on-street parking and free up public space...



Meeting the needs of residents (night)



Rotational needs of other users

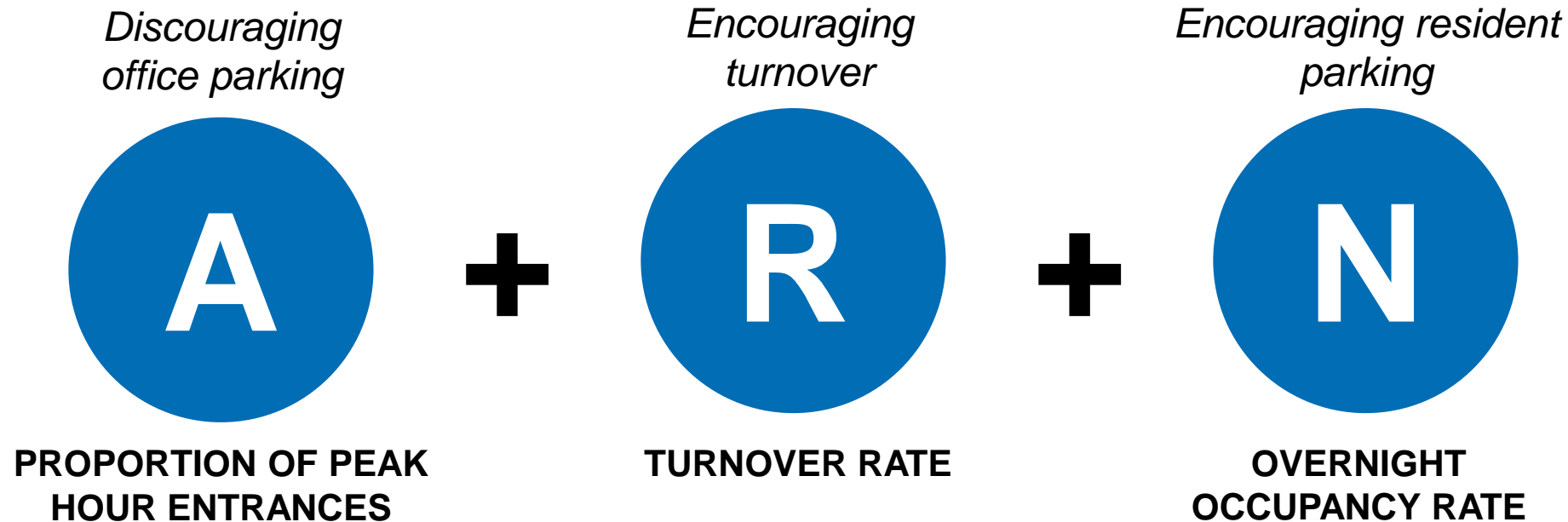


...without encouraging the use of cars for home-work journeys



How to ensure that public parking lots play their part?

Definition of 3 criteria...



...which give a score to determine whether or not the car park is fulfilling its role as a public car park

How it works in practice

$$\text{Final score} = A + R + N$$

What's the % of cars arriving during peak hours (7am-9am)?

A

From 0 to 20 % incl.	10
From 21 to 30 % incl.	8
From 31 to 40% incl.	2
More than 41%	0

What is the average parking time between 7am and 6pm?

R

0 to 3 h incl.	10
From 3h01 to 4h incl.	8
From 4h01 to 5h incl.	4
From 5h01 to 6h incl.	2
More than 6h	0

What is the night-time occupancy rate?

N

More than 30%	3
20 to 30% incl.	2
5 to 20% incl.	1
0 to 5% incl.	0

If score > 10 then the public parking lot plays its part



Some examples

A “real” public parking

% during peak hours	- 20%
A	10
Average parking time	3h
R	10
Night-time occupancy	+ 20%
N	2
Final score	22

A “fake” public parking

% during peak hours	+ 41%
A	0
Average parking time	+ 6h
R	0
Night-time occupancy	- 5%
N	0
Final score	0

More than 30 public parking lots tested – 70%+ score > 10



What's next ?

- *Work in progress... Still just a project to adapt Cobrace legislation (CoBrace for Brussels Air, Climate and Energy Management Code)*
- *Almost adopted by our elder government...*
- *The criteria testing phase continues*
- *And discussions with the sector are still ongoing*
- *Anny suggestion ?*



**Thank you for
your attention!**



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