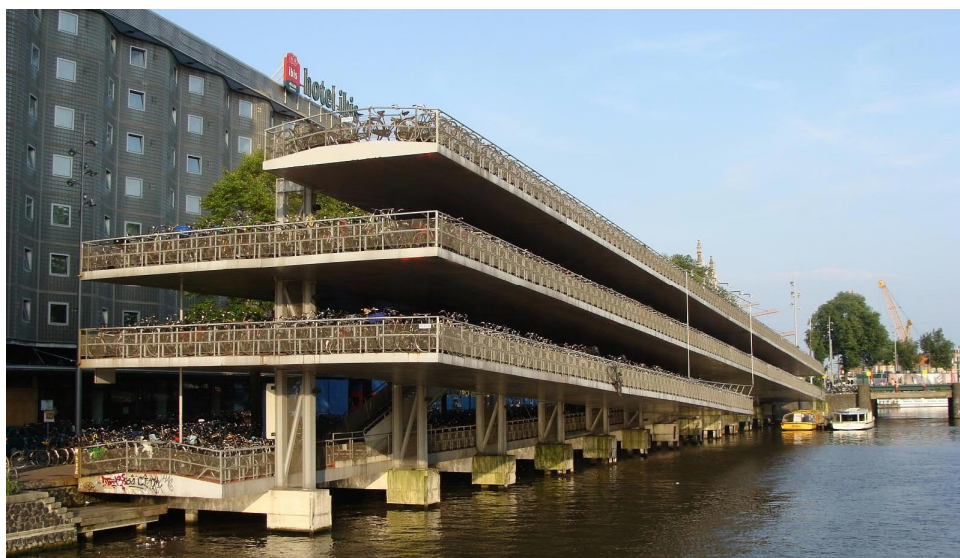




Ministerie van Infrastructuur
en Waterstaat



Parking policies in the Netherlands

Breakfast launch event of the ECF
report on parking
Hanse Office Brussels
20th March 2019

Jorrit Nijhuis, PhD



General framework of (car and bike) parking norms

- Parking norms → Parking needs → Parking requirements
- No national or regional (minimum or maximum) parking norms
- Advisory parking standards on national level.
- Parking norms are decided upon by municipalities via:
 - a) development plans
 - b) parking policy plan



© Proeftuin Erasmusveld



Specific framework of bicycle parking norms

Places to live

- Bicycle storage facilities in national building decree
 - Private facility of at least 5 M² for houses
 - Collective facility of at least 1,5 M² for apartments <50 M²
 - Accessible from the public road



Places to work

- Advisory parking standards
- Climate Agreement: working towards covenant with municipalities to use at least minimum bicycle parking standards





Framework of bicycle parking norms

Places to visit

- Parking in the public domain: station/city centers
- 400 railway stations: almost 500.000 parking spaces
- Free parking first 24 hours
- National co-funding for bicycle parking at train stations
 - Travelling to train station: 45% by bike
 - 2000-2016: 425.000 bike parking spaces build/improved
 - 2017-2021: € 74 mln for extra 50.000 parking spaces





Challenges with bicycle parking

- Parking is often planned based on current demand
→ Shortage as soon as development it is finished
- Norms focus only on quantity not quality
→ More parking on street, lower bike use
- Disproportionate distribution of bikes within and between facilities
→ Not using full capacity of facilities
- 'Orphan bikes' occupying expensive spots
→ Not using full capacity of facility





- Advisory standards often translated directly into local parking norms.
- When using advisory parking standards, municipalities automatically show compliance with the “principle of sound administration”.
- However, if motivated correctly, more flexibility is possible than often perceived

koop, appartement, duur									
	Parkeercijfers (per woning)								aandeel oplaad- punten
	centrum		schil centrum		rest bebouwde kom		buitengebied		
	min.	max.	min.	max.	min.	max.	min.	max.	
zeer sterk stede- lijk	0,9	1,7	1,1	1,9	1,4	2,2	1,6	2,4	0,8 - 1,7% per woning
sterk stedelijk	1,0	1,8	1,2	2,0	1,5	2,3	1,7	2,5	
matig stedelijk	1,2	2,0	1,3	2,1	1,6	2,4	1,7	2,5	
weinig stedelijk	1,2	2,0	1,5	2,3	1,7	2,5	1,7	2,5	
niet stedelijk	1,2	2,0	1,5	2,3	1,7	2,5	1,7	2,5	
Opmerking Aandeel bezoekers: 0,3 pp per woning									



Flexibility in car parking norms: case of Rotterdam

- Substitution of parking places by car sharing
 - max 20% of parking norm, with ratio of 5 to 1
 - Min. 10 year service
- Substitution of parking places by bicycle parking
 - max 10% of parking norm, with ratio of ½ to 1
- Reduction of parking places by MaaS
 - max 20% of parking norm
 - Min. 10 year service
- Reduction of parking places within TOD
- Mixed use of parking spaces

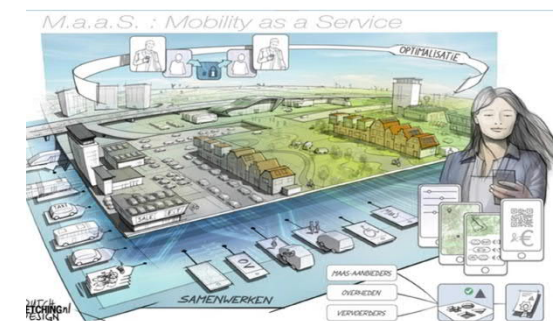


Train station	Distance from station to development		
	0-400 m	400-800 m	800-1200 m
Rotterdam CS	-50%	-40%	-30%
Beurs, Blaak, Schiedam	-40%	-30%	-20%
Other train stations	-30%	-20%	-10%



National shared mobility projects related to parking

- City Deal shared e-mobility in urban planning and development
 - 7 project cities, each with 2 (housing) development projects
- Green Deal car sharing
 - Goal: 100.000 shared cars in 2021 and 700.000 users
- Mobility as a Service
 - 7 regional pilots to launch MaaS providers
 - Api's for shared mobility services





On street versus off street car parking

- Off street market is both private & public domain
- In large cities, policy goal towards more off street (car & bike) parking
- Rotterdam: reduction of 3.000 on street car parking spaces before 2020
- Public costs of car parking
 - Revenues of public parking comprises only 23% of costs
 - High building & maintenance cost off street parking (€ 30-40K/place)
 - Low average occupation rate (30%) in off street parking





Parking: ready for the future?

- Fast increase in EV-parking
 - Goal 2030: 100% EV in new car sales;
1.8 million public charging stations
(currently 33.000)
- Integrating parking norms in mobility hubs
- Adaptive construction:
 - physically or functionally adjustable
 - removable

