Off-street bicycle and car parking codes

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No car or bicycle trip without parking
Outline

1. Bicycles: Introducing minimum parking norms
2. Cars: Reversing minimum into maximum parking norms
3. Comparing national/regional off-street car parking vs bicycle parking norms in Europe
4. Conclusion
1. Introducing minimum bicycle parking norms
EU market electric bicycles

- Sales 2017: 1.8 million
- Total stock: 10 million

Market potential 2030:
- Sales 2030: 12 million
- Total stock: 62 million
(E-) Bike parking

- Secured, theft protected
- Weather protected
- Easily accessible
- Household power plugs
Minimum bicycle parking norms
2. Reversing minimum into maximum car parking norms
Planning for cars for 80 years

• Reichsgaragenordnung/ National Parking Code (Germany, 1939): Every new home needs to have at least one car parking spot
• Objective: Boost sales of Volkswagen cars
Donald Shoup (2005)

The High Cost of Free Parking
DONALD SHoup

Updated by the author
Impact of Minimum car parking norms (1)

- Households own more cars, use them more often and drive further if there is good access to off-street parking.
- Parking norms are often arbitrary and rarely based on empirical evidence; Housing developers would build fewer parking spots without minimum norms, especially in down-town areas.
- This increases construction costs and hence living costs for everyone, including non-car owners!!!
- **There is no free parking!**
Minimum → Maximum parking norms
3. Comparing national/regional off-street car parking vs bicycle parking norms in Europe
What we did

- Looked at car and bicycle off-street parking norms in 31 countries (EU-28, CH, Norway, Iceland)
- Analysed *national* policies in 28 countries
- Analysed 28 *regional* codes in 3 countries (Austria, Belgium, Germany)
4 Clusters car parking

- Maximum parking norms at national/regional level
- No car parking norms at national/regional level; or non-binding national/regional guidelines
- Minimum parking norms at national/regional level; deviation possible at local level
- Minimum parking norms at national/regional level
4 Clusters Car Parking

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- Minimum parking norms at national/regional level

Croatia • Estonia • Finland • France
• Ireland • Latvia • Luxembourg •
Netherlands • Norway • Spain •
Sweden • Switzerland •
United Kingdom
Belgium: Flanders • Wallonia
Germany: Berlin • Hessen •
Mecklenburg-Vorpommern •
Schleswig-Holstein

Denmark • Greece • Hungary •
Iceland • Lithuania • Malta •
Poland • Portugal • Slovenia
Austria: Carinthia • Lower-
Austria • Salzburg • Styria •
Upper-Austria • Vienna
Belgium: Brussels
Germany: Baden-Württemberg •
Brandenburg • Bremen •
Hamburg • North-Rhine
Westphalia • Rhineland-
Palatinate • Saarland • Saxony •
Saxony-Anhalt • Thuringia

Bulgaria • Cyprus • Czech Republic •
Italy • Romania • Slovakia
Austria: Burgenland
Germany: Bavaria • Lower Saxony
4 Clusters bicycle parking

- Quantitative norms at national/regional level
- National/regional framework legislation; development of specific norms at local level
- Non-binding guidelines at national/regional level
- Neither norms nor guidelines at national/regional level
4 clusters bicycle parking
Correlation between Amount of Parking Spaces and Mode Split

- **Correlation between Amount of Parking Spaces and Mode Split**

- **Bicycles**
- **Cars**

**Linear (Cars)**

**Mode Split**

**Amount of Parking Spaces per Apartment**
EU Energy Performance of Buildings Directive

- Revision introduces provisions on e-mobility (recharging infrastructure)
- Recital 28: When applying the requirements for electromobility infrastructure […], Member States should consider the need for holistic and coherent urban planning as well as the promotion of alternative, safe and sustainable modes of transport and their supporting infrastructure, for example through dedicated parking infrastructure for electric bicycles […].
- Article 8: Member States shall consider the need for coherent policies for buildings, soft and green mobility and urban planning.
Conclusion

- Minimum car parking requirements → Households own more cars, use them more often and drive further; increases housing costs
- Include parking policies in energy-efficiency standards of buildings;
- Favour cycle mobility over car use: Abolish minimum car parking norms, introduce maximum requirements; complemented by minimum bicycle parking norms
- Still a long way to go...
Thank you
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