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Parking Policy Measures and their Effects on Mobility and the Economy

Subject: Overview of national and regional parking policies in the Netherlands.

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1. General backgrounds of Dutch parking policy

1. *The parking norms in new locations*

As from 1993 the following are the parking norms per 100 employees for business and other amenities in new locations.

- a. Locations in the 'Randstad' urban concentrations, and other town or city districts: 10
- a. Locations elsewhere: 20
- b. Locations in the 'Randstad' urban concentrations, and other town or city districts: 20
- b. Locations elsewhere: 40

While visitors parking places also fall under these norms it possible if there is a large number of visitors for local authorities or other bodies to provide extra (paid) parking facilities.

The SVV parking norms are valid for all town and city districts and their continued implementation is dependent upon the availability of alternative forms of transport which according to Vinex will lead to regional differentiation.

- ◆ The four largest conurbations: extreme congestion, a large basis for public transport.
- ◆ The city and town districts on the periphery of the conurbations: less congestion, a reasonable basis for public transport and cycling.
- ◆ The town and city districts elsewhere: little or no congestion, a small basis for alternative forms of transport.

2. *Who is at steering wheel*

The creation of a coordinated parking policy is the combination of regional traffic and transport plans of the transport region where parking policy is further translated in the development plans and/or agreements.

While central government has a part of the implementation of parking policy in its own hands not only authorities but also business and social organisations have a role to play. If a coordinated parking policy is going to be a practical success then an essential precondition is its basis of acceptance within society as whole. For central government this means much consultation and the offering of tailored instruments and in projects where parking policy is being renewed the central government wants intensive cooperation between local authorities, business and other organisation to take place.

2.1 Local Authorities

Many local authorities are already implementing a parking policy, which is proving successful, directed mainly towards commuter traffic. Parking policy remains therefore the responsibility of local government in regulating and managing the availability, price and use of the parking facilities. While for an effective implementation it is preferred that policy, finance and management remains in the hands of one authority the actual administrative tasks be as far as possible privatised. This does not remove the important task that the transport regions have as local government policy has to be in tune with their regional policies. This is in order to avoid the existence of any unfair competition between the local authorities as this would not be in the interest of the environment and access.

2.2 Large conurbations

In the seven largest conurbations inter local government management of a parking policy, as defined in the central government memorandum 'Management at Level 2', can be given a legal and managerial basis. The regions involved are Amsterdam, Rotterdam, The Hague, Utrecht, Eindhoven, Arnhem/Nijmegen and Enschede/Hengelo

2.3 Provinces

For the provincial authorities is a coordinated parking policy relatively new ground. Especially mobility policy relatively new ground. Especially mobility policy shall be given attention within the regional plans. The provincial authorities check the development plans and other policies of the local authorities against the regional plan and location policy.

2.4 Central Government

Central government sets out the broad outlines of policy and creates the necessary laws required. It supports experiments in renewing regional or local parking policy. The paying out transport and traffic subsidies are the main touchstones in ensuring that aims of SVV are closely as possible fulfilled. It also examines plans concerning aspects of town and country planning.

2.5 Business

As it is possible for government to do everything on its own the central government, wanting to create a large base of as possible, is stimulating business and other organisations to create their own vision of parking policy. Business is an important partner in the search for optimal solution in a transport region. The misapprehensions of business regarding accessibility requires much thought and attention as the accessibility and parking of the car is very important factor when establishing a business. The allocating of locations and the determining which type of business should go where form an important subject of the discussions with the regional business representatives. The time table for alternative forms of transport is discussed with the business world as the actual developments influences the retaining, extending or reduction of parking facilities.

Dutch parking figures: background and data

6.2.9 Parking figures

In previous sections the parking figures are looked at as shown in tables 6.2/39-43. Other important information on for example parking policy to be implemented, can be found in chapter 8.5.

Determining how many parking spaces will be needed or desired may be done based on parking figures or on parking standards.

parking standards

Parking standards indicate the number of parking places (at a destination) which should not be exceeded or fallen short of. Municipalities may apply their own parking standards. Parking standards may be based on characteristic numbers or values or on a size for the necessary vehicular traffic. National government also applies parking standards in location policy. The aim of a location policy is to ensure that 'the right company locates at the right place' and this is done by attuning the accessibility profiles of locations to the mobility profiles of companies (also see 8.5.1). Parking standard figures are numbers based on those in practice which may be used as an aid in determining the number of parking places.

parking standard figures

Parking standard figures mentioned in this section are based on recent (literature) research and/or practical experiences at and from local authorities. The standard figures (also referred to as characteristic numbers or values) give an impression of the situation encountered in a

study, but provide no cut-and-dried answers to the question of how many parking places should be realized in a certain situation. When using these figures account should be taken of the following influences:

- the characteristics of the function(s) themselves;
- the mobility characteristics of the users/patrons of the function(s);
- accessibility characteristics of the function(s).

controlled parking policy

In addition it is important that the user of characteristic figures realize that in the light of a controlled parking policy determining the number of parking places sometimes offer the possibility of limiting car usage. This may be attained by not applying an unduly excessive amount of parking space. This means that in each situation the possibility should be explored of using alternative modes of transport to the car (or a more efficient use of the car). Finally in order to promote a more responsible use of cars it is advisable to use the standard figures as a maximum for the number of non-residentially linked parking places to be realized. It is often not necessary to realize the maximum number of parking places as in many cases combined use of the parking places is possible (see calculation example 6.2.9.5).

When using the standard figures for residentially related parking spaces the parking demand should always be complied with.

6.2.9.1 Specific properties of the function(s)

Properties such as the attractiveness, quality, area of influence of a function in relation to the competition or alternatives also have a role in determining the parking situation. This is for example the case at shopping centres: one shopping centre might be of high quality exuding the image of a large regional centre, another having the same floor space may be less attractive. If all other circumstances are comparable, the total number of visitors to the first shopping centre will be greater and so too the number of parking places required. Such differences cannot accurately be expressed in parking figures. Therefore the user will have to make a choice from these particularly for the functions wherein the parking figures display a certain amount of latitude.

Sometimes it may be desirable to acquire more insight into the particular characteristics of function(s) by undertaking a survey among (potential) users of a function.

6.2.9.2 Mobility characteristics of users/patrons of the function

The mobility characteristics of (potential) users of parking provisions may have an effect on determining the number of parking places.

Examples: at a company where employees are provided with tickets for public transport a less than average number of parking places will be needed; this will also be the case at provisions intended for students (who have a public transport ticket). So often only specific situations are concerned where the parking figures will have to be interpreted case by case.

reduction factors

6.2.9.3 Accessibility characteristics of the function

In the review of parking figures reference is made by means of footnotes to the *reduction factors* which depend on the quality of public transport. The parking standard figures may be adapted with the aid of the reduction factors, to the influence that a (very) good public transport network has on the demand for parking space.

The following rules of thumb are given for the quality of public transport:

- *large towns*
- *very good public transport:* areas at walking distance from intercity railway stations, town centres;
- *good public transport:* areas at walking distance from other stations, other interchange points of local and regional public transport and stops of rapid transit systems and trams;

- *other places*
- *very good public transport:* areas at walking distance from intercity or high speed train stations, the centres of medium-sized towns;
- *good public transport:* areas at walking distance from other interchange points of regional and local public transport.

N.B. Walking distance is understood to mean the maximum distance as stated in the first column of table 6.2/50.

cycle

Together with public transport the *(bi)cycle and transport management* are important alternative to the car. For the bicycle the important factors are directness of the connecting routes and the quality of storage facilities. Bicycles are especially used for distances of up to 5 km (for shopping up to 2 km); when an above average proportion of users/patrons of a function originate from within this radius there is good reason to assume a high proportion of cycle usage.

transport management>

Transport management is particularly important to employment in an area. In the review of parking figures (see table 6.2/41) concrete reduction percentages are given for the function 'offices' in situations with good (bi)cycle provisions as well as for situations where a company transport plan is in place. For other functions the reduction for a specific situation must be estimated.

combined use of parking places

6.2.9.4 *Parking balance*

Often combined use of parking places is possible, whereby it is not necessary to apply the total sum of all the parking places of the functions in an area but only part of them.

The possibilities of combined use in an area depend on the choice of the location of the parking places, the utilization of the parking regulation and the extent to which the maximum parking need of various functions coincide at the same time. That is worked out within a parking balance for a chosen area (table 6.2/36).