

Rotterdam: shift from on-street to off-street parking

The municipality of Rotterdam made off-street parking-prices cheaper than on-street parking prices. People can park for free at park and ride facilities, located on the outskirts of the city, when they use public transport to travel into the city. These measures encourage people to use off-street parking facilities or the edge of the city parking facilities, because they are cheaper.

Objectives

The objective of this measure is to lower the amount of (on-street parked) cars in the inner city. If the amount of inner city (on-street parked) cars decreases, then more space becomes available for green and recreational activities. Public space is more attractive when they are not overwhelmed by cars (on-street parked).

Description

The municipality of Rotterdam changed the on-street and off-street parking fees. The parking fees for on-street parking increased and off-street parking decreased. The parking fees for the municipal garages in the centre (Museumplein, Kruisplein, Schouwburgplein, Meent, Boompjes and Erasmusbrug) decreased from 2,70 euro per hour (2016) to 2 euro per hour or 1 euro at night. The on-street parking prices increased from 3,33 euro per hour (2016) to 4,08 euro per hour. In the city centre paid parking is in place from 9am until 11pm and on Friday and Saturday it is in place until 1am. Outside the city centre, the tariff is 1,72 per hour and paid up to 6 pm, 9 pm or 11pm.

The “Parkeerplan 2016 – 2018” describes the parking policy for the city of Rotterdam. The municipality is continuously decreasing the number of on-street parking spaces to accelerate the process. The document divides Rotterdam into three zones (inner city, city districts and city-edges) and each zone has its own set of actions. These actions are divided among three target groups: residents, companies and city-visitors. This process began in 2018 and is on-going.

Inner City

Rotterdam will remove a total of 3.000 parking spaces by 2020 and they are moving away from on-street-parking to shift towards off-street-parking. To date, 1.800 parking spaces have been removed. To achieve the desired shift the city is using an innovative and customer-oriented parking strategy. City-visitors are encouraged to park their car in the cheaper parking garages and P+R-areas. The city also provides better visitor information about parking in Rotterdam. There are some further measures used to influence parking

behaviour of city-visitors, for example, differentiation in prices during events, 06-parking¹ and a reservation module².

In the future the inhabitants of the city will be more involved in the preparation of parking policy plans. There will be more space for bike-parking, green areas and terraces; this can be temporary or permanent. Rotterdam hopes to encourage inhabitants to park in a parking garage and there will also be limitations on expending parking permits.

A flexible parking tariff structure will be introduced for companies. Rotterdam aims to get inner city companies to encourage their employees to use P+R-areas by providing rewarded to these companies for aiding active transport management.

City districts

Each city district has its own characteristics, therefore they required customised action. The measures in the city-suburban districts are less concrete than the inner city. Therefore, several experiments were explored, for example the inhabitants were given dynamic parking data and the use of temporary alternatives for parking spaces. For both companies and inhabitants, the municipality of Rotterdam encourages the use of community parking garages.

City edges

The measures for the city edges are intended for visitors, employees and companies, not for inhabitants. For companies as well as visitors and commuters the use of P+R-areas with have special prices and subscriptions to encourage their use.

The implementation of these measures in Rotterdam has started or will start conversations with important stakeholders, for example, with the inhabitants of a district where an experiment takes place and with companies.

Impact & outcomes

Currently 1.200 parking spots have been converted into green areas, terrace or walking areas.

Rotterdam has been experimenting for some years with temporary alternative uses of parking spaces. The terrace decks and bike decks are examples of these temporary alternatives. This supported a positive attitude against alternatives for parking spaces and shows that it is possible to give parking spaces a different function.

If the measures are fully implemented, the amount of parking spaces in the city centre will be reduced by 3.000 car parking spaces. These parking space make way for terraces,

¹ 06-parking: Park your car and send a text/call/ or use the app to start the parking time. If you leave, you end the parking time by text/call/or use the app again. The provider will charge the parking costs.

² Reservationmodule: Rotterdam offers parkers in public parking garages the possibility to reserve a specific product for a reduced price.

bicycle parking, wider footways and bicycle lanes. If these measures are achieved, liveability will improve and shop turnover in effected areas will increase. Another impact will be increased garage occupation rates (municipal and commercial).

Barriers/constraints and how they have been overcome

Acceptance

Rotterdam has implemented a lot of experiments to make their inhabitants familiar with new types of policy or changes in the city. For example, parking a car in the parking garage for a day was only 7,50 euro during the Rotterdam Marathon.

Budgetary

Lower parking garages prices are offset by the extra revenues collected from car users who want to park on-street. In this way, the income of parking fees is stabilised.

Removing parking spaces is expensive because there is a cost associated with rebuilding the street and the loss of income from the removed parking spaces.

But creating better use of existing parking facilities is a positive development.

Legislative

Due to a new Law of Public Space it was necessary to set up a new arrangement or legal ground for the parking standards. The municipality used "Parkeerplan 2016 – 2018" as a benchmark to examine the current parking norms. It informed the new Rotterdam parking standards for bike and car (March 2018).

Social

It is important in many cases to have alternatives available for stakeholders. Sometimes this is very time-consuming because Rotterdam wants to improve the city with and for residents and other partners/parties.

Time for planning and implementation

Rotterdam has been implementing the new policies and measures over the last number of years and the process is till ongoing. There is no specific time or date for the delivery of each measure.

Rough costs and resources

Rotterdam has considered the influence decreasing the parking garages prices and increasing the price for on-street parking facilities will have. There isn't a clear insight in the time it will take to implement all the measures. The decrease in income, due to lower parking garages prices, will be offset by higher on-street parking prices.

Rotterdam self-financing the implementation of these measures because these developments are part of a bigger development in the city. Therefore, it is not possible to give an insight into the approximate costs for this project.

Further information available at/from

<https://docplayer.nl/20771243-Parkeren-in-beweging-parkeerplan-rotterdam-2016-2018.html>

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Good Practise



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