

## Parking as a tool to change the city

*The Belgian city Leuven has the ambition to become climate neutral by 2030. SUMP and Parking are at the core of mobility related measures to realise this ambition. The new circulation plan is the leverage action in between the two strategies.*

### Objectives

*With a new traffic circulation plan the city aims to increase the quality of life (and public space), decrease emissions whilst securing multimodal accessibility for residents and visitors.*

### Description

*The implemented action of the circulation plan were :*

- *Introduction of a car restricted area in the medieval centre without any on-street parking in the inner pedestrian area, and limited residential parking*
- *Ring road has to take more his role as a collector and distributor of traffic*
- *P&R at the borders of the ring road with free bus connections to the city centre*
- *No shortcuts through the city centre and in between the 5 districts, 5 main roads are collecting the car traffic and leading them directly to paid (underground) car parks.*
- *More one-way streets ( for cars)*

*Accompanying measures were :*

- *Cycling streets (where bicycle has priority, max. 30km/h, redesign of street...)*
- *Co-creation in re-shaping public space + living labs (test cases)*
- *City Depot and cargo bikes (delivery) promotion*
- *Additional bike parkings*
- *90 Shop & Go parking places (equipped with parking sensors) – see separate CS*

### Impact & outcomes

*In the first year the modal shift results were:*

- *+ 32 % of bicycle use*
- *- 9 % of cars in the city*

# Good Practise



THE CIVITAS INITIATIVE  
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- + 8 % of cars on the Ring road
- + 12% of bus users (bus passing through the city)
- - 5% on-street parking
- +8 % use of parking garages

*In terms of qualitative results Leuven reduced the search traffic, visitors remained coming and paid (more) to park in parking garages. The increase of bus use is to explain partly from the increased use of P&R. Residents were pleased to be directly engaged in the bottom up consultation process. Social cohesion grew, creative ideas transformed squares and streets into more lively and attractive shared spaces.*

## **Barriers / constraints and how they have been overcome**

*The step-by-step implementation of the new traffic circulation made few people little 'impatient'. Sometimes residents became disorientated or had to change their habits and behaviour. This is a transform process that needs some time. A specific communication management process was implemented and adjusted several times.*

## **Time for planning and implementation**

*Stepwise planning and implementation approximately 5 years as part of a LT strategy to become a climate neutral city.*

## **Rough costs and resources**

*Close cooperation between several city departments, circulation manager communication/participation team,*

## **Further information available at / from**

*<https://www.polisnetwork.eu/publicdocuments/download/2121/document/3.-parking-and-behaviour---roel-stessens.pdf>*

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# Good Practise



*Translation of the Dutch document *Parkeren en gedrag - Een totaaloverzicht van alle relevante kennis op het gebied van parkeren en gedrag (CROW)*.*

*Park4SUMP has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 769072.*

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