Good Practise

Utrecht, new residential development with limited parking space

In Leidsche Rijn, an area of Utrecht, a new high density residential area was developed. De Kersentuin development will feature 94 living units.

Objectives

The goal is to limit and reduce car usage and parking space in favour of green public space in this new development. High density development is required and at the same time there is the desire of the residents for a sustainable and affordable living space with a green public space. Combining both elements is only possible with a drastic limitation of the number of cars and parking spaces and the construction of a collective parking garage below the residences. Which all combined is quite uncommon for this type of low-rise development.

Description

Having a fair share of green public space although being a high density development. A sustainable mobility behaviour of the residents. Decimating the car ownership by half compared with similar residences in the same area, and not establishing an evasive behaviour from cars to the surrounding neighbourhoods.

Measures taken:

- For the start sustainability has been a guiding principle for the development of de Kersentuin. All stakeholders and concerned parties were informed in an early stage.

- Professional car sharing through the Mywheels-platform is organized shortly after the delivery of the properties.

- Agreements with the municipality that residents will address each other when evasion behaviour is taking place.

- Before the delivery of the development research was carried out on a feasible parking norm for this specific location. The parking norm of 0.7 per unit is half of those in similar neighbourhoods in the surroundings. 70% will be off-street in a garage, 30% outside. A buffer capacity of 0.3 parking places per residence has been foreseen and can be made available in an area which has now been developed as a green area. This will keep the residents motivated that keep them overall car ownership low.

- The parking garage will be sold for 60% on an individual level. For maximal usage the property owners without car well be obliged to offer their parking spot to other residents with a car of to the resident association. The other 40% is rented by the resident association for the property developer. The cost of the latter are accounted in form of a contribution to all residents with a car and without a parking sport of their own, unrelated to whether or not they park inside or outside.

- A great part of the green area is under collective management and is maintained jointly.

Costs:
The parking monthly contribution for households, without an own bought parking spot, is €40. Car sharers also pay a fee according to their usage. All the property owners have contributed a (small) share up front. This covering the investment in the parking garage and receiving the green space in return .

Communication:

New residents (both buyers and tenants) are on beforehand informed on the sustainable character of de Kersentuin and the consequences on the parking retribution. Taking this into account there is high willingness to settle in this development.

On a yearly basis parking and car sharing remains a point of attention and discussion between residents. Not so much on the principle but on the division of cost. Some residents have to be reminded on the fact evasive behaviour to the neighbouring areas is not allowed.

Over a decennium de Kersentuin is hosting a yearly total of 20 excursions from interested municipalities, resident associations and corporation from both at home as abroad.

Impact & outcomes

Effect:

Some 13 years after completion, the car ownership hasn't increased and the use of shared vehicles has been going up slightly. By the availability the shared car use in surrounding neigbourhoods has increased resulting in a greater variation of shared cars on offer. The first electric shared car is expected.

Returns:
The yearly costs for the parking garage are covered by the households with a car. The benefits are mostly situated on the fact of having an attractive, green neighbourhood though the high density of residents and houses.

Side Effects:
By defining the spare car parking capacity for the time being as a green area a collective, social consciousness is created that retaining this is only possible is every single one is contributing to decreasing the car ownership.

Lessons learnt:
De Kersentuin is a good example for other urban development locations having a sustainable, social and healthy baseline. Knowledge and support by the (future) residents is essential.

Success factors:
De Kersentuin has received the "Ruimte- en mobiliteitsprijs" (Spatial & Mobility award) by KpVV. The real success lies within the residents' living quality satisfaction.

Comment:
Meanwhile one car parking space is being sublet for stalling two mopeds and one cargo bike, for which the residents don't have any place to stall in their own homes. Expectations are this practice will continue to grow in the coming years, since the bicycle parking facility at the homes are quite cramped.

Further information available at / from

www.kersentuin.nl
www.cobouw.nl/artikel/637106-kersentuin-utrecht-behaagt-jury
http://www.volkskrant.nl/economie/rob-tiemersma-en-riannezandee-een-campinggevoel-door-minder-blik~a854231/
http://www.binnenlandsbestuur.nl/ruimte-enmilieu/achtergrond/achtergrond/zelf-tuinieren-in-dekersentuin.9545263.lynkx

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