

## Leuven 'Shop and Go' smart parking

*Close to the car free historic city centre and shopping streets, the city of Leuven introduced a limited amount of free on-street Shop and Go' parking places for a maximum time of 45 minutes for 6 days in a week. The timing is digitally monitored by parking sensors, parking attendants get a signal when you overspent the time limit. The fine is 27.5€.*

### Objectives

*The measure is introduced to partly compensate the policy to remove as much as possible on-street parking in the car restricted city centre of Leuven. The time limitation already changed from 30 to 45 minutes after advocacy of the retail sector.*

*The removal of on-street parking fits in the overall SUMP strategy to make the city more liveable and attractive (quality public space) , decrease car traffic and increase walking and cycling.*

*Via traffic circulation as a main measure, pass through traffic has become difficult. Districts remain accessible via loops. Cars are directed to P&R, Parking garages and few other paid parking lots around and in the city.*

### Description (up to 1 page)

*The approximately 90 shop and go options are listed at the one-stop portal for 'Parking in Leuven'. <https://www.leuven.be/shop-and-go?fontsize=1.25em>*

*Via the website you also can find where the shop the go parking places are: <https://www.leuven.be/parkings/nl/wagens#filterSubtype=shop-n-go&page=1>*

*The sensor register the time of arrival of the vehicle. When the maximum of 45 minutes is passed, parking attendants automatically get a signal and will start up the enforcing immediately.*

*Via the website you also find the advice what other possibilities of paid parking & P&R there are, when you want to park for a longer time.*

### Impact & outcomes

*The traffic circulation plan resulted in the first two years in a 9 % modal split from car to bike, search traffic reduced significantly, public transport also benefited from the P&R promotion.*

*The Shop and Go parkings have a high occupancy rate, although there is no clear cost-benefit calculation yet.*

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

*This is mainly a compensation measure to please the retail sector for the introduction of a more integrated parking & SUMP policy with a heavy impact on car access to the city (centre).*

*Longer term evaluation should deliver more clear impacts and side effects; e.g. one can have critical questions such as:*

- *Is this a good example of smart parking, making use of sensors?*
- *Isn't this measure still attracting cars to the city centre?*
- *Why should this type of inner city parking be exclusively for free?*
- *Is the fine high enough, is the enforcing procedure conclusive, so that visitors stick to the time limitation. Is there enough rotation?*

**Further information available at / from** *(link and / or contact person)*

*tim.asperges@leuven.be*

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

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