

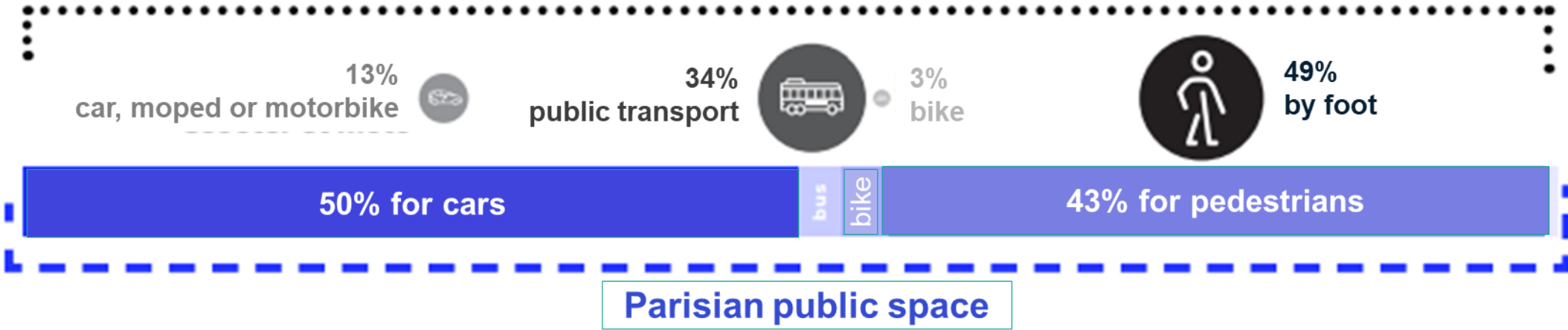


# Reclaiming the car park strip

Michèle-Angélique NICOL, Agence de la Mobilité, IMPACTS, Barcelona, 8 November 2023

# Unbalanced sharing of public space between modes of transport

## Commuting



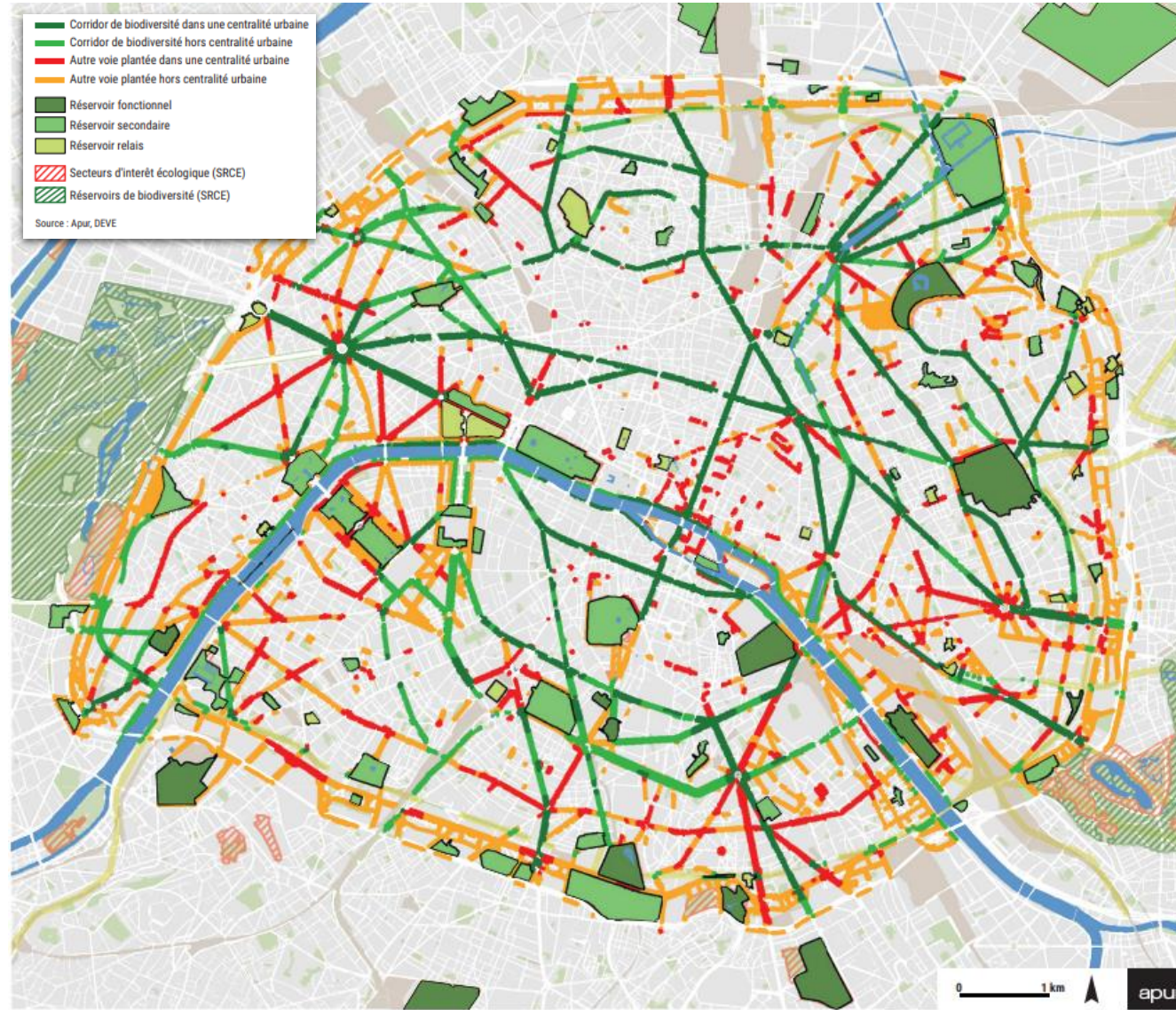
Source : LeMonde.fr / Les Décodeurs

### Parisian public space

The private car does not drive and is parked in its space 95% of the time !



# Adapting the city to climate change by greening roads



647 km of  
planted street  
=  
38% of the  
length of  
Parisian roads

100,500 street-  
lining trees



**The goal of  
planting  
170 000 trees  
by 2026**

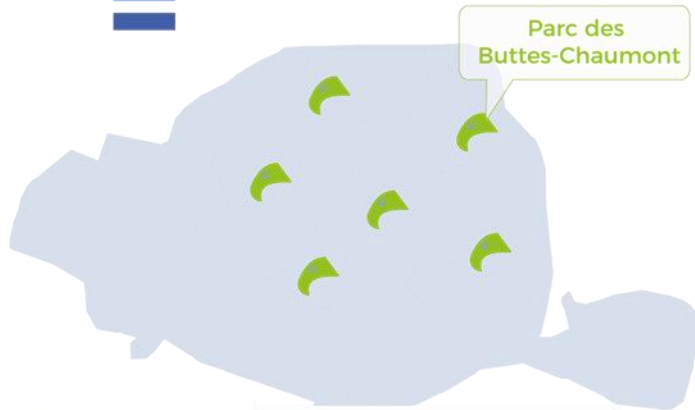
# Reclaiming the car park strip to develop new uses on public space

Cut away 50% of parking to permit a better share of public space

**144 000** 

parking bays

=



**6** Buttes-Chaumont parks

**144 000 parking bays in Paris**

 =  
**1 Bay**  
(each day)

**3** car trips



**10** scooter rides



**100** customers on a terrace



**1000** users of a bus stop



There are enough parking lots in Parisian buildings to park all the residents' cars



**460,000** spaces in the parking lots of residential buildings...



...for **463,000** cars

# A participative approach : the general conference on parking

## “Les états généraux du stationnement”

The method (period : 9 months)



### October 2020-December 2020

- E-consultation on the Internet : **“10m<sup>2</sup> in your street”**

### January 2021

- Citizen’s conference

### November 2020-February 2021

- Workshops with experts

### March 2021



### July 2021

- increase in parking charges
- end of free parking for motorbikes
- reduction in residential parking supply
- increased parking for disabled people, goods deliveries and shared mobility

# The priorities voted by the Paris City Council

**60,000** surface parking spaces to be removed during the term of office

**300** schools concerned by the "rues aux écoles" programme, which aims to make the area around schools more peaceful. These schemes may involve streets that are entirely pedestrianised (with no parking) or with very limited traffic

## Priority on public space

Access to surface parking should be prioritised for users who are unable to park or stop elsewhere:

- for reasons of accessibility (disability, handling of goods)

**=> 1,000 additional parking bays for people with disabilities**

- or high turnover (delivery drivers)

**=> 1,000 additional loading zones**

**Shared mobility**, which consumes less space and are more environmentally friendly, must be maintained on the roads to ensure greater visibility

**=> 1,400 additional parking spaces for car sharing**

# Examples of « school street » transformation



Rue Ferdinand Flocon – 18<sup>e</sup>

# Examples of « school street » transformation



Rue Amelot – 11<sup>e</sup>



# How can the objectives of specific parking bays be translated locally ?

## *or how can these spaces related to specific needs be positioned in the parking strip?*

- We transform **only residential parking bays** (less turn over)
  - **Major inequalities between boroughs** (size of streets, presence of pedestrian areas, more or less recent commitment to converting the parking strip, etc.)
- ⇒ **an unequal resource in the different arrondissements**
- ⇒ **Limit the number of transformed bays ( for disabled people+ Carsharing + LZ) in each district to a maximum of 7% of the car park strip**

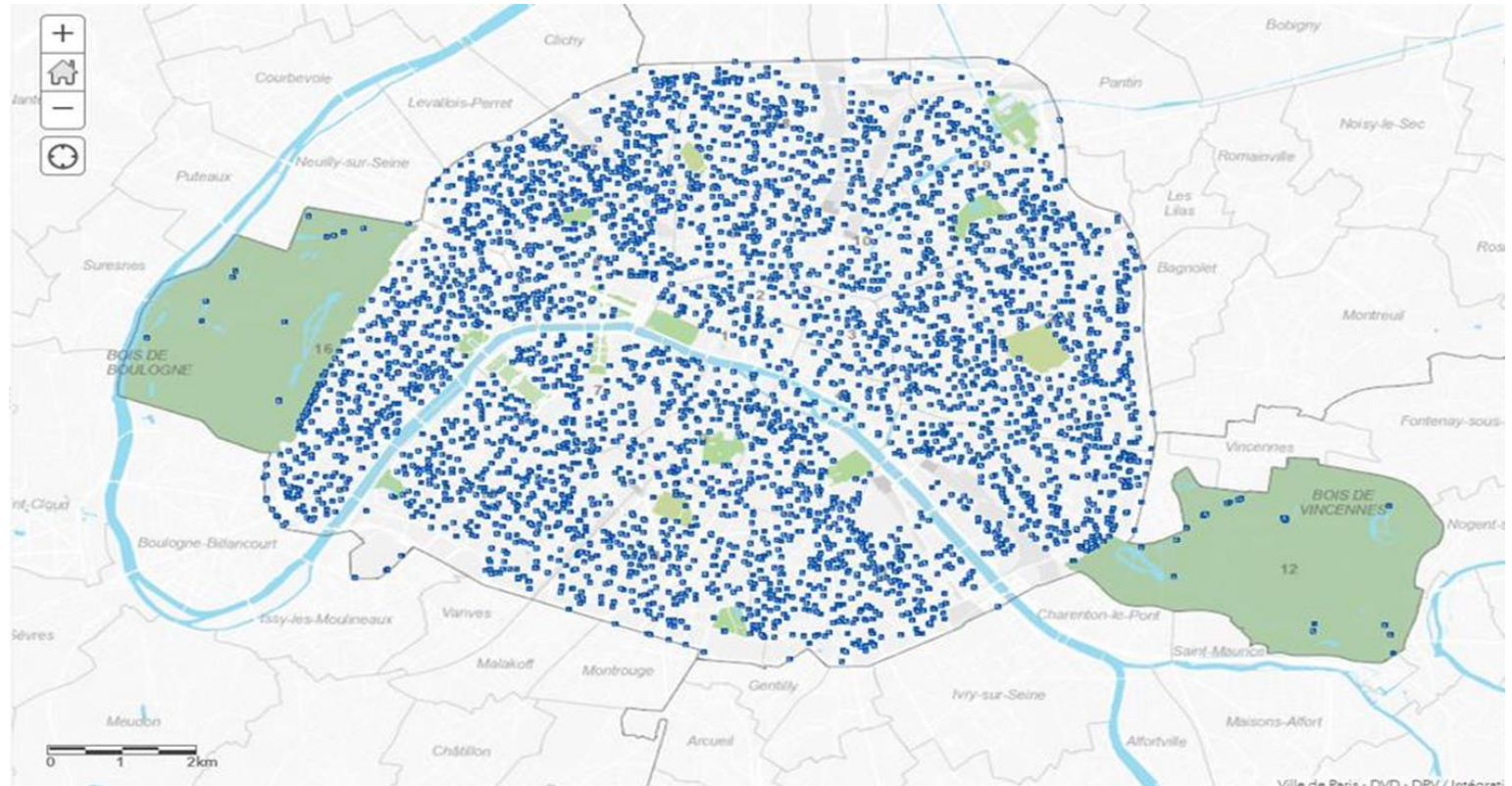
Arrdt	number of residential parking spaces 2023	Part of the arrt	Nb of places/ 100 hab
PC	2 499	2%	2,5
5	3 072	3%	5,3
6	1 972	2%	4,9
7	6 647	6%	13,2
8	5 257	5%	14,5
9	1 579	1%	2,6
10	1 771	2%	2,0
11	5 018	5%	3,4
12	6 383	6%	4,6
13	8 008	7%	4,4
14	7 078	6%	5,2
15	13 005	12%	5,6
16	17 022	16%	10,3
17	9 584	9%	5,8
18	6 802	6%	3,5
19	6 706	6%	3,6
20	7 275	7%	3,7
Paris	<b>109 678</b>	<b>100 %</b>	

# The criteria chosen for the spatial distribution of new parking bays

## 1/ Parking bays for people with disabilities

A more uniform network

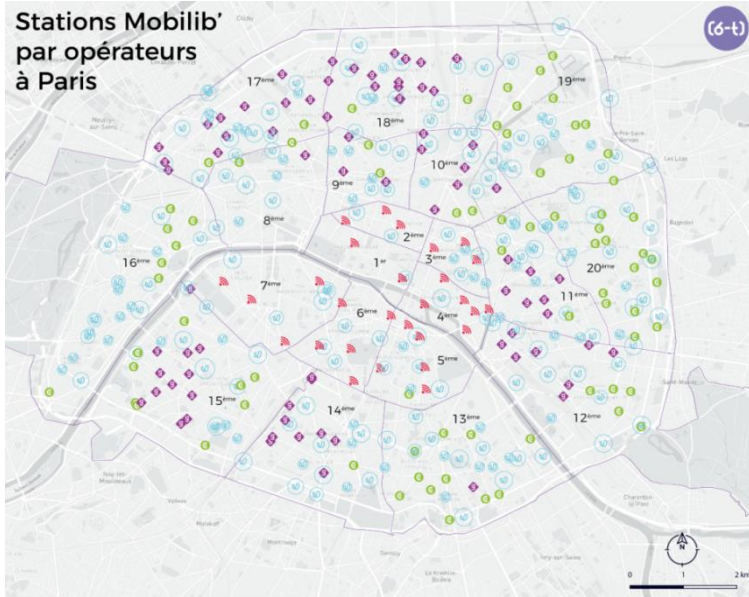
**=> Choice to complete the network near establishments that receive people with disabilities (hospitals, retirement homes, schools, etc.)**



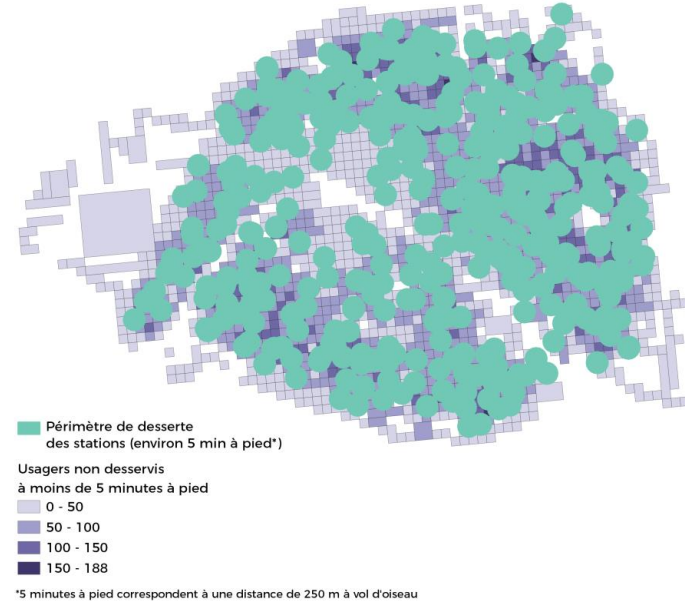
# The criteria chosen for the spatial distribution of new parking bays

## 2/ Car sharing

Today : 1500 bays



Goal : 1400 additional places



⇒ **100% of users served within 5' on foot**

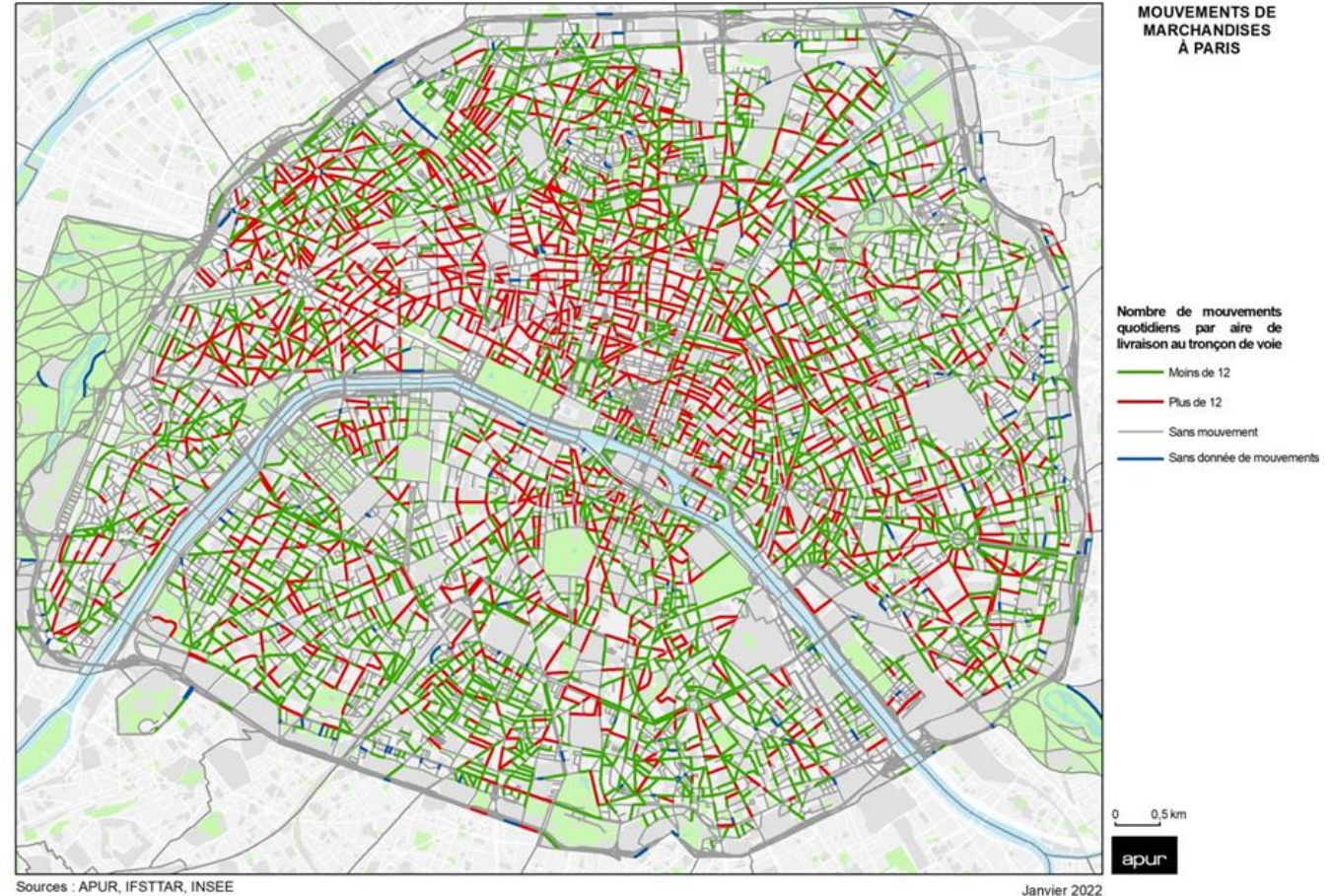
Station locations were chosen from:

- ✓ the list of the most used stations
- ✓ proximity to a metro or tram station
- ✓ technical ease (absence of paving stones)

# The criteria chosen for the spatial distribution of new parking bays

## 3/ Loading zones

=> Choice to complete the network in streets where the number of loading zones is insufficient



# Objectives by category for each district

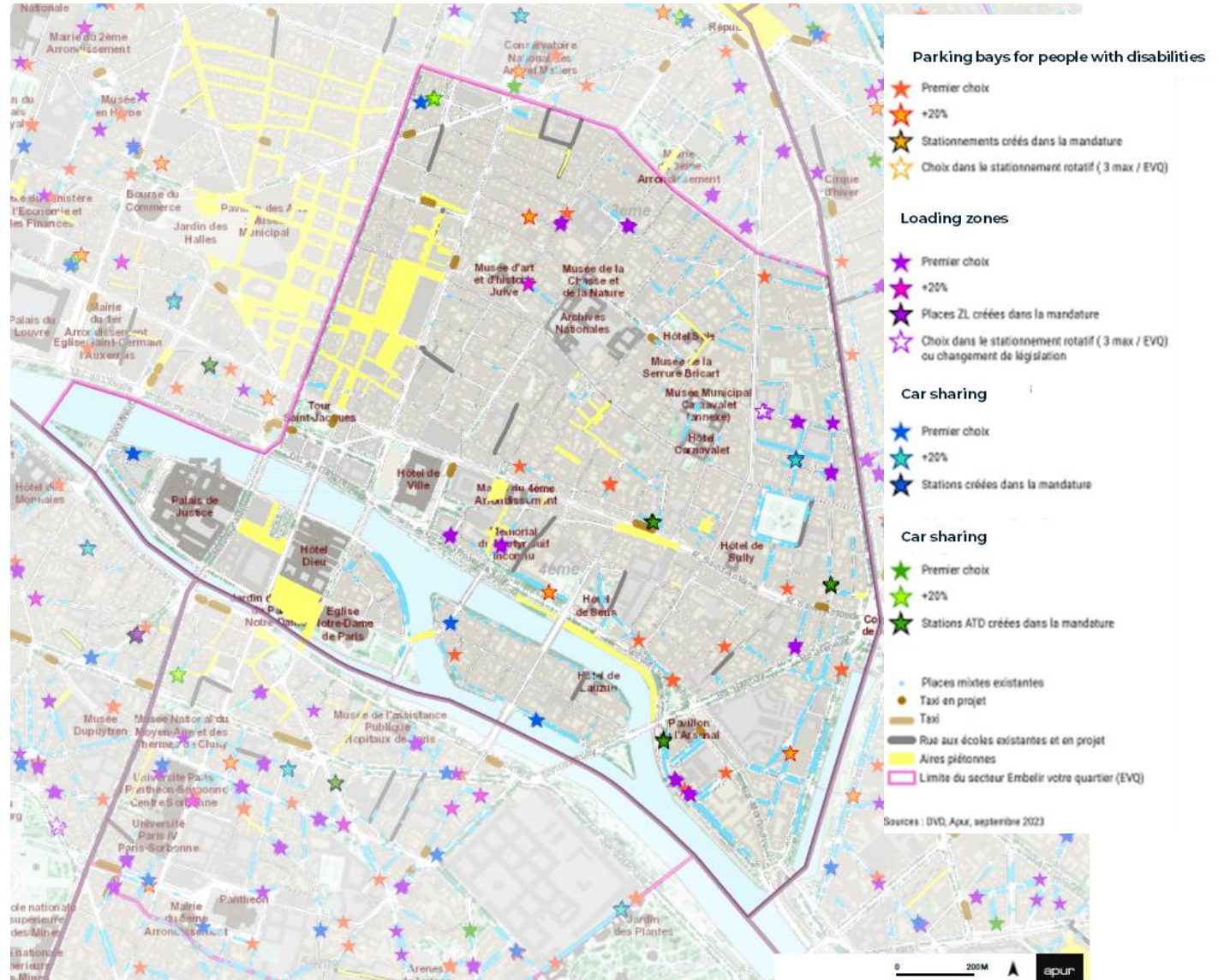
	PC	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
<b>Parking bays for people with disabilities</b>	46	31	27	18	16	25	40	59	69	89	75	116	69	67	81	90	82
<b>Car sharing</b>	32	40	26	86	68	21	23	65	83	104	92	169	221	125	88	87	95
<b>Loading zones</b>	30	35	20	55	90	20	20	65	60	60	55	110	110	90	60	60	60
<b>TOTAL/ Car Park Strip</b>	7%	6%	6%	4%	7%	7%	7%	6%	5%	5%	5%	5%	4%	5%	5%	5%	5%

# Location of each category at the parking strip level

=> A meticulous work on positioning places is being carried out

=> Work started in May and will be completed in December.

=> Road work to massively deploy these new places will begin immediately



**Thank you !**

