

Objectives of the measure

- **At measure level:**
 - To understand the needs for parking in the city
 - To relate parking needs to the PT offer in order to increase PT use
 - To improve the use of existing peripheral parking lots (P&R) with PT connection
- **Contributing to city level objectives of:**
 - Make the PT offer more attractive
 - Increase accessibility to city centre for citizens living in peri-urban areas
 - Decrease dependency on the car

Description of the measure

▪ Situation before:

The city has one main peripheral parking which is gradually growing in use, including a dedicated free bus service, connecting the P&R with the city centre, on the weekends. This measure wants to analyse how the use of peripheral parking (P&Rs) can be further increased, what is needed, which groups should be targeted, etc. Additionally, the city wants to increase the number of peripheral parking lots and test and analyse the success of smaller scale parking lots, further away from the city centre.

▪ General description:

This measure consists of the analysis of the current use of parking space (P&Rs) and hubs in combination with PT. The aim is to identify social patterns, obstacles, and opportunities in these locations. In addition, this measure will use simulation tools to study the impact that the increased use of these parking sites would have in modal shift. This analysis forms the basis for the parking policy plan which will be adopted in the current SUMP.

Based on the study, new small scale parking lots will be implemented. Improvements to the existing offer can also be implemented.

▪ Measure outputs:

This measure will deliver:

- Analysis to support parking policy plan.
- Analysis of new potential locations for peripheral parking lots (P&Rs).
- Analysis of needs and opportunities to improve the use of peripheral parking lots.
- Implementation of small-scale peripheral parking lot.
- Focused measures aimed at improving the service level at the existing parking lots, such as a hands-free shopping service.
- Increased number of peripheral parking space (P&R) with PT connection
- Evaluation of implemented actions.

▪ Supporting activities:

Communication campaigns will be launched in order to improve public perception of these parking lots (link to [LEU_06](#)).

▪ Interaction with other city measures: UPPER and non-UPPER measures

This measure is linked with others focused on improving PT operations and improving data analysis:

- **LEU_01:** To exploit the existing mobility data to enhance the evolution of public transport policies

- **LEU_07:** Increase the quality of the PT services through traffic management and dedicated lanes for PT

This measure is also linked to the measures focusing on improving the general level of service and accessibility of PT:

- **LEU_03+04:** To increase visibility and ease of use of public transport by offering improved information on public transport, parking and shared mobility options.

LEU_05: Mobility for all by optimising the use of financial incentives to increase the share of PT Working on the perception of PT and the convenience of peripheral parking lots will be a key connection:

- **LEU_06:** To launch communication campaigns and digital tools to increase the uptake of PT

Target groups and/or geographical impact areas

- **Target groups:**
 - PT users and potential PT users (especially attracting new users in neighbouring municipalities)
 - In particular regular leisure and business visitors
- **Geographic implementation area:** The City of Leuven and neighbouring municipalities

Stakeholders

The following stakeholders will be required for the implementation of this measure.

- **Municipality:** responsible for parking policy, public parking lots, onstreet parking, shuttle services P&R, communication
- **Parking management:** management of current parking lots
- **Local businesses representation:** important stakeholder as leisure visitors (shopping, dining, entertainment) is a key target group
- **Wij.leveren platform:** city platform for bundled deliveries, which can host a hands-free shopping service.
- **De Lijn:** PT operator, new P&R developments should be closely aligned with their network

U-tools support

This measure will be actively supported by two IT tools from the UPPER toolkit:

- **U-NEED:** This tool will allow the city to have a deep understanding on the mobility patterns of the citizens and identify the main inefficiencies in the PT offer. The U-tool will provide suggestions on potential solutions (change the bus route or schedule, introduce new lanes, increase the capacity of the buses, introduce a P&R,...).
- **U.SIM (and more specifically, U-SIM.plan):** The potential solutions suggested by U-NEED will be then simulated by U-SIM.plan, to make the best choice to adapt the offer to the real demand.

Link to other UPPER measures

This measure is similar to UPPER measures in other cities related to multimodal hubs, in particular:

- **VAL_02:** Creation of a network of multimodal hubs
- **IDF_04:** Added-value services in multimodal nodes to integrate active modes with PT

- **OSL_02:** Design multifunctional hubs to increase the accessibility to public transport and active modes in strategic areas outside the centre and city accesses
- **MAN_07:** Create a network of mobility hubs in cooperation with the regional transport association, open for multi mobility providers

It is also similar to smart parking measures such as:

- **TES_04:** To influence modal shift through congestion sensitive Parking pricing
- **HAN_05:** Parking management and other financing instruments

Process of implementation of the measure

Stages	Description	Intermediate milestones
Study	Use improved data collection and tools for better understanding needs and opportunities around this subject	<ul style="list-style-type: none"> - Data collection - General analysis of potential of the peripheral parking system and possible new locations
Preparation	Specification implementation plan Necessary agreements/Tenders	<ul style="list-style-type: none"> - Implementation plan
Implementation	Implementation of actions	<ul style="list-style-type: none"> - Measures implemented at existing parking lots - New parking implemented
Evaluation	Evaluate the impact of implemented actions	<ul style="list-style-type: none"> - Data collection

Sub-measures and preliminary indicators

Measure	Sub-measure (if applicable)	Impact indicators
LEU_02	NA	<ul style="list-style-type: none"> - Added value of simulations, analyses, reports assessed by city policy makers and mobility advisors and planners - Number of users at existing parking lots - Number of users of new parking space - Number of users of PT connections - Satisfaction of users