

CONNECTING PARK AND RIDES TO OTHER TRANSPORT SYSTEMS



(c) Frederik Beyens

Building of an intermodal P&R-building with 1700 places located near the southern entrance to the port.

Port employees and commuters are able to benefit from the mobility options and amenities here such as organising commuter's last mile (bike rental, bus services...), car sharing (including e-vehicles), electric charging points, pick-up-points, etc.

CONTEXT & CHALLENGES

Since the building of the entire P&R facility will be finalized only after the end of the PORTIS project a temporary P&R building with 114 parking places has been realized to analyze the impacts.

The main objectives of this measure are to:

- **guarantee accessibility** of the city and Port by different transport modes
- **increase livability and health** in city and Port area



(c) www.woodmonkey.be

- **guarantee economic growth** and employment in the city and port by providing better access

- **reduce car-based travel** in city and port and increase the use of sustainable modes (focus commuters)

One of the main expectations: P&Rs can play an important role in achieving a significant modal shift in a city towards sustainable modes. The P&Rs can act as an intermediate solution for many people who are not willing or cannot renounce their cars totally but are searching for an in-between solution. These may develop into mobility-hubs with parking space for car sharing, bike parking, proximity to a public transport stop or collective transport, etc.

Suggested consideration 1: Communication campaigns (especially in combination with incentive e.g. free ticket campaign) enhance the knowledge of people on the subject, ease the possibility to make positive experience with new behaviour and encourages them to use alternative modes of transport combined with car.

Suggested consideration 2: Including the P&R in the dynamic parking guidance system as it can seriously limit search traffic for a free parking spot and reduce traffic in the city centre. In addition, integrating it into the route planner can increase the awareness on P&R options and increase the use of it.

Suggested consideration 3: Price of the P&R. There is no strict parking policy in the city linked to the construction of park and rides. In order to make the P&R's successful, a clear parking policy with higher pricing system in the city centre would help. e of this fact but will focus on promoting the P&R via a competitive pricing.



(c) HUB

RESULTS - FINDINGS - LESSONS LEARNED



(c) Frederik Beyens

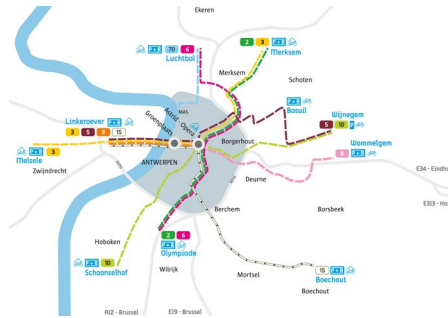
The evaluation of the occupancy rate of the temporary P&R showed an increase up to 99%. The evaluation was done one day per year from 2017-2020 and may therefore not give a full picture. However, the results give a good indication of the growing occupancy rate of the P&R building.

The modal split of the last mile of the users of the P&R is unknown, but the city was able to conclude that most people use tram and bus connections since there are few other alternatives at the moment and the cycling distance to the city centre is quite long.

- **Lesson 1** – The demand for P&Rs is high based on the results of the temporary P&Rs and the occupation level of the current P&R.

- **Lesson 2** – People are not necessarily willing to pay for the use of P&R. The reason behind it is because they think they already make an effort to make a change in their travel behavior.

- **Lesson 3** – P&Rs need to also include interesting extra facilities, such as shops, electric charging, shared bicycles and information about connections to public transport.



- **Lesson 4** – Good awareness-raising campaigns can act as a stimulant for the use of the P&Rs.

- **Lesson 5** – Digitally integrate P&R's into e.g.: parking guiding system and the multi-modal route planner can stimulate the use.

CONTACT

LANTIS

Email: info@lantis.be

Website: <https://lantis.be/home/parkandride/>

More info about CIVITAS PORTIS can be found on our website <http://civitas.eu/portis>