

# Executive Summary ECF report: 'Making Buildings Suitable for Sustainable Mobility - Comparing Regulations for Off-street Bicycle and Car parking Regulations in Europe'

Fabian Küster, Senior Policy Officer, [f.kuester@ecf.com](mailto:f.kuester@ecf.com);  
James Armstrong, Policy Assistant, [policy@ecf.com](mailto:policy@ecf.com).  
28/02/2019

Parking is a major determinant of an individual's mobility choices; this is true for bicycles, cars and all other transport modes. Put simply, if there is easy and convenient parking available at the beginning and end of a person's journey for a specific mode of transport, they are far more likely to choose that transport mode over another. As policymakers move to promoting sustainable modes of transport, it is imperative that they take bicycle parking into account. If they do not there be contrasting sets of incentives for individuals when making mobility decisions, leading to reduced policy effectiveness.

The research that led to the *Making Buildings Suitable for Sustainable Mobility* report was therefore undertaken by ECF to determine where in Europe these contrasting mobility incentives were occurring. A specific policy angle was the revision of the Energy Performance of Buildings Directive (EU 2018/844) which stipulates in Article 8.8. that, "Member States shall consider the need for coherent policies for buildings, soft and green mobility and urban planning."

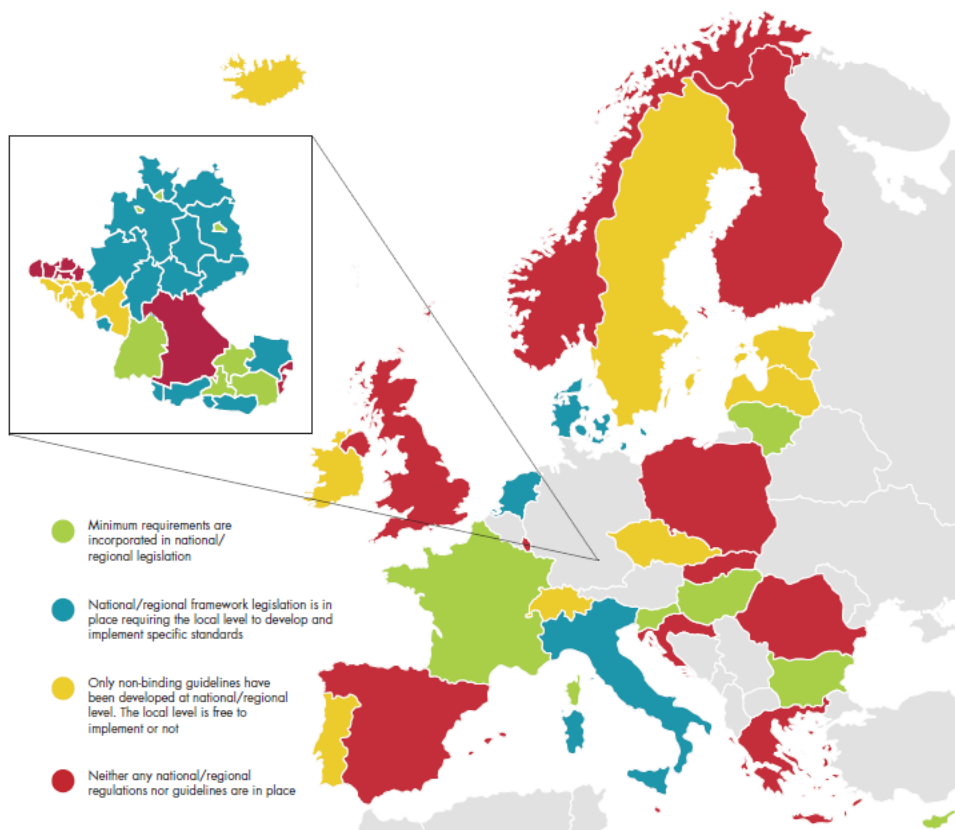
Unsurprisingly we found a mixed picture, with a vast variety of different approaches to parking being taken. The report looks at 31 European states (EU28 + Iceland, Norway and Switzerland), whilst Austria, Belgium and Germany are analysed at the regional level due to the decentralization of lawmaking in these countries. First, each country/region was assessed along two metrics, (1) their building code regarding off-street car parking, and (2) their building code regarding off-street bicycle parking. Second, depending on the assessment, countries/regions were then placed in one of four categories for each metric, Excellent, Good, Sufficient and Insufficient, as described in the table below:

	OFF-STREET BICYCLE PARKING	OFF-STREET CAR PARKING
<b>Excellent</b>	Minimum requirements are incorporated in national/regional legislation.	Maximum limits to the amounts of off-street parking provided are incorporated in national/regional legislation.
<b>Good</b>	National/regional framework legislation is in place requiring the local level to develop and implement specific standards.	Neither regulations nor guidelines at national/regional level; non-binding guidelines may exist.
<b>Sufficient</b>	Only non-binding guidelines have been developed at national/regional level. The local level is free to implement or not.	National/regional regulations require minimum amounts of parking; local authorities can deviate, e.g. through mobility management measures.
<b>Insufficient</b>	Neither any national/regional regulations nor guidelines are in place.	National/regional regulations require strict minimum amounts of parking.

## Results & Recommendations

The results of the report are set out in the two maps below. The countries and regions are colour coded according to their classification in the report.

### Bicycle Parking



For countries/regions in the **red** category, we recommend:

To develop, as a minimum, **guidelines for local authorities** on bicycle parking in building regulations and urban planning policies (i.e. the yellow category) before 10 March 2020<sup>1</sup>.

For countries/regions in the **red** and **yellow** categories, we recommend:

To introduce a **legally binding framework** at national/regional level, requiring local authorities to adopt specific parking regulations (i.e. the blue category). In jurisdictions where cycling is underdeveloped, legally binding minimum parking requirements should be introduced.

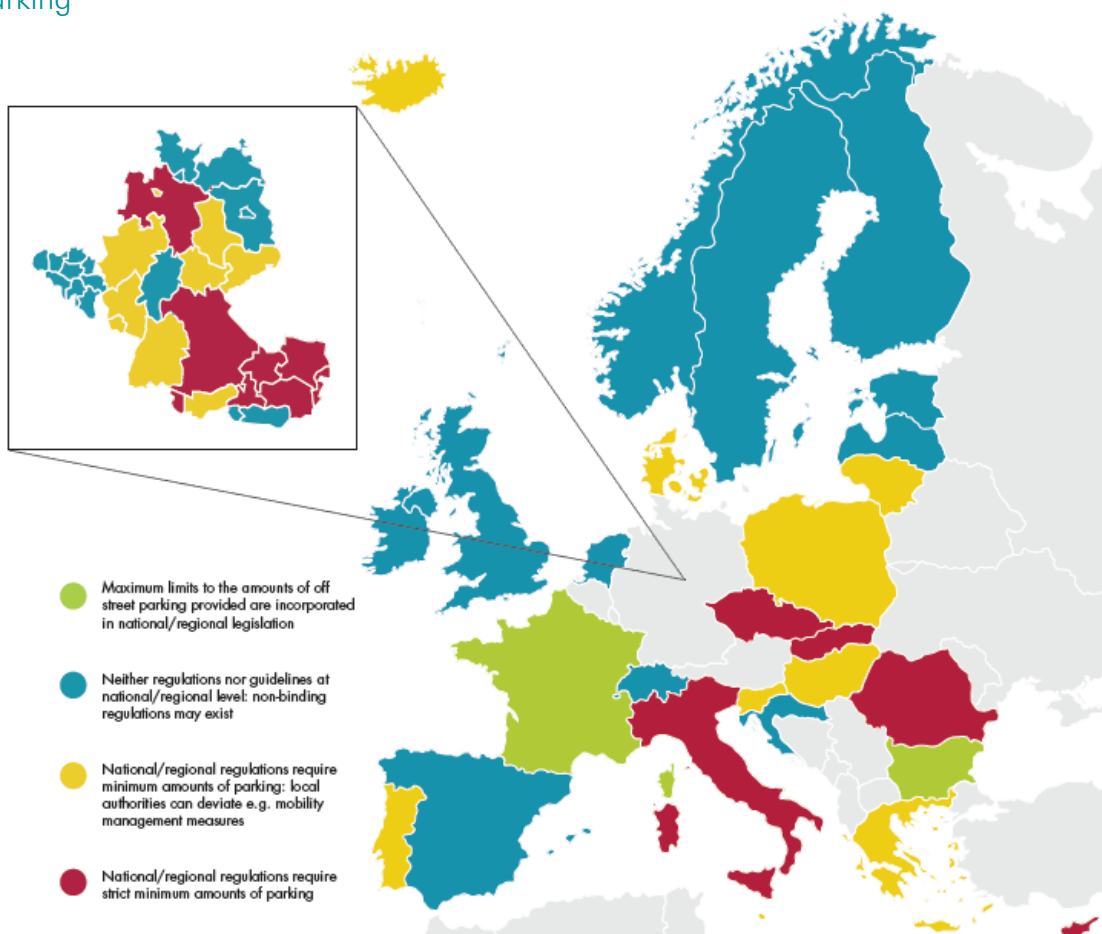
For countries/regions in the **blue** category, we recommend:

To analyse **whether local authorities properly transpose** the national/ regional framework law into local regulation, and if this is not the case, introduce minimum requirements at the national/ regional level.

For countries/regions in the **green** category, we recommend:

To analyse whether existing national/regional minimum **requirements are still up to date** and meet demand; and whether local authorities properly implement minimum requirements.

## Car Parking



For countries/regions in the **red** category, we recommend:

To develop, as a minimum, car parking **guidelines for local authorities before 10 March 2020**, recommending a maximum number of car parking spaces.

For countries/regions in the **red** and **yellow** categories, we recommend:

To **remove all minimum car parking requirements**, or at least introduce a hybrid of minimum and maximum requirements at the same time. Minimum car parking requirements should be brought in line with car ownership rates per household.

For countries/regions in the **blue** category, we recommend:

To introduce a **legally binding framework**, either by setting maximum parking regulations at national/ regional level, or by mandating local authorities to set maximum parking requirements. Maximum parking regulations need to be supported with mobility management measures, such as providing bike- and car-sharing services and/or good access to public transport.

For countries/regions in the **green** category, we recommend:

To set maximum car parking requirements based on car ownership per household.

## Overall Assessment

### OVERALL COMPARISON OF OFF-STREET BICYCLE AND CAR PARKING REGULATIONS FOR 31 EUROPEAN COUNTRIES

CATEGORY	BICYCLE PARKING REGULATIONS			CAR PARKING REGULATIONS		
		NATIONAL	REGIONAL		NATIONAL	REGIONAL
<b>Excellent</b>	Minimum requirements	6/28 = 21.4%	9/28 = 32.1%	Maximum limits	1/28 = 3.6%	0/28 = 0%
<b>Good</b>	National framework legislation; local implementation	3/28 = 10.7%	13/28 = 46.4%	No regulations/ guidelines	12/28 = 42.9%	9/28 = 32.1%
<b>Sufficient</b>	Guidelines	8/28 = 28.6%	2/28 = 7.1%	Minimum requirements; local deviation possible	9/28 = 32.1%	10/28 = 35.7%
<b>Insufficient</b>	No regulations/guidelines	11/28 = 39.3%	4/28 = 14.3%	Strict minimum requirements	6/28 = 21.4%	9/28 = 32.1%
		N = 28	N = 28		N = 28	N = 28

Our assessment shows that **bicycle parking** is somewhat better regulated at regional level than at national level. While one in five EU countries have minimum bicycle parking requirements at national level, this is the case in almost one in three regions. At the other end of the spectrum, a little less than 40% of countries and 14% of regions have neither legislation nor guidelines in place.

As for **car parking**, 53% of all countries and 75% of all regions have minimum car parking requirements in place.

Comparing both modes, at the regional level there is - at least in principle - a level playing-field for cycling and cars. At the national level no such level playing-field exists.

Comparing jurisdictions, there is only one entity that is in the green/ excellent category for both bicycle and car parking: **France**.

**Berlin and Hamburg** score best among the regions, being in the green category for bicycle parking and in the blue category for car parking. Romania and Slovakia are the only two countries that are in the red/ insufficient category for both bicycle and car parking. At the regional level, Burgenland and Bavaria both fail our parking test.