

Public space taxation: leveraging stock to finance flows



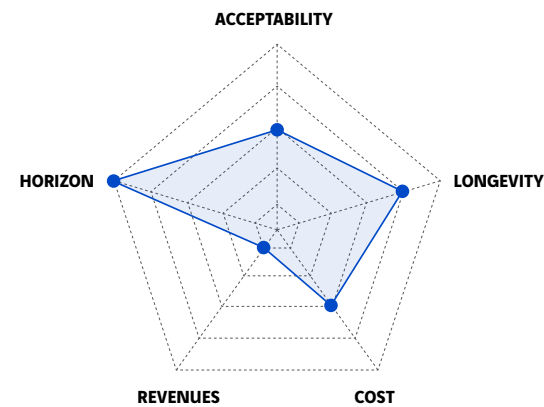
→ PARKING, AN URBAN SPACE MANAGEMENT INSTRUMENT

Parking takes up a significant share of public space. Around 4% of Singapore's territory is devoted to parking (car parks and on-road parking). In Lille, on-road parking accounts for roughly 11% of urban public space. While transportation conjures up an image of flows and movements, it is important to state that parking -stock- is of key importance in mobility policies.

Availability (available space) and accessibility (cost) of parking are a powerful lever in the modal choice, as are average transportation speeds, the average distance travelled, price and public transportation investments²⁵¹. When parking is present (free and available or private), the car is used in 80% of cases (compared to 58% if parking is not guaranteed)²⁵².

→ CONSIDERING PARKING AS A PUBLIC SPACE USAGE FEE

In 2018 in France, the MAPTAM Law (*loi de modernisation de l'action publique territoriale et d'affirmation des métropoles*) introduced the decentralisation and decriminalisation of ticket parking, transferring the competence and organisation of the public service of parking to local authorities. The MAPTAM Law established a fixed post-parking fee (FPS or *Forfait post-stationnement*) instead of penalties, in cases of partial payment or non-payment of parking fees. This legal amendment introduced a major shift in the system: the fixed fee (€17 in all towns and cities) became a public space usage fee that varies according to the amount of time the parking ticket was exceeded. In addition, the law gives municipalities the option of changing the amount of the FPS fee, thereby making parking a major component in their mobility policies²⁵³.



Like penalties, the revenues of the post-parking fee are intended to finance environmentally-friendly public transportation policies and traffic and mobility policies.

→ POOR PARKING PRACTICES TO FUND VIRTUOUS USES

The first effect of the introduction of the FPS fee is a change in mobility behaviours. In Lyon, a drop in car traffic in the city and a rise in public transportation ridership and the use of park and ride systems (+4.6%) were observed. The introduction of the FPS also coincided with a 2.5% fall in vehicle traffic between September 2017 and September 2018.

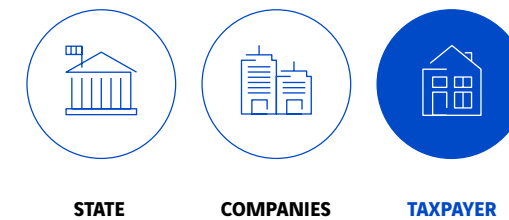
The second effect is financial in nature. In Lyon, the introduction of the FPS resulted in a sharp rise in payments for parking (50% compared to 25% before the FPS). This trend can be explained in particular by the use of the penalty allocation system being delegated to private companies, which enables municipalities to increase the number of inspections conducted. This increase in the rate of payment for parking has led to a rise in revenues. In Lyon, revenue from parking rose to €24.5 million in 2018, compared to €16.6 million the year before the FPS was introduced²⁵⁴.

However, while the FPS contributes to a budget allocated to funding more sustainable mobility, parking revenues continue to be allocated to the general budget. This choice therefore means that revenues are not necessarily used to finance mobility.



→ READ THIS REPORT ON OUR WEBSITE BY SCANNING THIS QR CODE.

Who pays?



What scale of implementation?

