SP5



AVs & Parking

Workshop STAD Spring meeting 2018

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I. Introduction



My research

- Residential parking costs and car ownership
- Cars and decentralisation
- Phone distractions and vehicle accidents
- Evaluating parking behaviour in Amsterdam

Why parking?

- How every car trip begins and ends
- Car is parked for most of the day
- Large share of land in cities
- Various provisions Q: Amsterdam revenue?
- Important (spatial) implications of (level 5) AVs



I. Introduction



- AV: No longer need to park at final destination
- Demand
 - Car use (centre)
 - Short trips
- Supply
 - Parking capacity: on/off-street
- Good news if you live in a city!



II. Insights



Residents

- Car ownership quite elastic w.r.t. parking costs (-0.7)
- Absent policy: vehicle demand in centre ↑ 8-14%

Visitors

- Rich literature on price elasticity of parking demand
- But... large variation in elasticities due to local conditions
- Paper 4: Study this in Amsterdam





- Aim: Rethinking parking policy with AVs
 - Four rounds of discussion
- Round 1: Objectives of government parking policy?
 - Resident
 - Visitor
 - Business



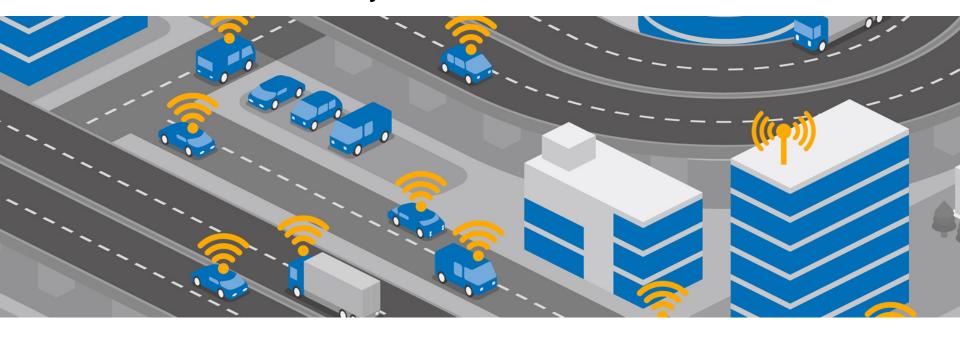


- Round 2: What are *current* parking policies?
 - Think about residents, visitors and business.
 - Do these policies match the objectives?





...fast forward 10-20 years







- Round 3: How should we adjust these policies?
 - Groups of three or 4.
 - Keeping our objectives in mind.
 - One or two concrete policies each.





- Round 4: How will this effect stakeholders?
 - Put yourself into the shoes of a stakeholder.
 - Who is it? Be explicit!
 - Present your perspective to the group.
 - Any clashing objectives?



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Thank you for coming!

