



MÉTROPOLE
EUROPÉENNE DE LILLE

What decriminalization has changed for on-street parking in France

***Short presentation of the reform
that came into force on 1st January 2018***

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LIMITS OF THE PREVIOUS SYSTEM

An amount of sanction disconnected from economic realities

- ▶ 11€ until 2011, then 17€ (one per day maximum).
- ▶ A lower amount than our neighbors: up to 40 € in Belgium, 90 € in Spain...

Uniformity of the amount of the penalty on a national level

- ▶ Lack of coherence at the local level with the price of parking
- ▶ Low deterrence in bigger cities

In Armentières, 20.000 inh, (0€50/h), the 17€ fine is worth 34h of parking.

In Paris, 2.000.000 inh, (4€/h), the 17€ fine is worth 4h15 parking

LIMITS OF THE PREVIOUS SYSTEM

State-managed recovery circuit, and partial redistribution of the amount of the fines after a complex and unclear circuit.

Lack of readability of the system, **absence of consolidated statistical data** and reliability at the level of the State

An inefficient system, which paid little and cost much :

- The overall product of fines amounts brought about € 195 millions and barely covered the cost of revenue collection (€ 170 millions).
- On average, nationally, it is estimated that **only 40% of drivers used to pay for on-street parking**, with **2 paid hours per day** on average.

OBJECTIVES OF THE REFORM, VOTED IN 2014

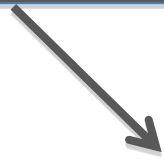
Abstract from Louis Nègre's report (2011) :

*"Parking is destined to become a local public **service**, more flexible, more adapted to the specificities of the agglomerations and more open to technological solutions or innovative management, all placed at the disposal of the Mayor (or the President of the community), manager of the local public domain"*

Objectives :

- **Efficiency of the parking policy** : rotation, optimization of public space use, modal and spatial shift of cars...
- **Efficiency for public finances** : idea that the new system will generate additional revenue, intended to finance part of the investments needed for mobility

Better link between mobility and parking policies



To give to local authorities all levers for paid on-street parking policy



To give more equity coherence, and efficiency to parking policies



DECENTRALIZATION

requires...



DECRIMINALIZATION

Yesterday

- On-street paid parking depended of the police power (mayor)
- Unpaid parking was a penal infraction

Today (since 01/01/18)

- On-street paid parking is a public domain occupation.
- Unpaid parking is assimilated to post-payment

What the reform allows

To adapt the fine to local context

- We have now very different tariffs in french cities, from couple of euros to 60€ in Lyon.
- The average is around 25€, so more than it used to be.
- There is no observed link between urban context and the amount of the fine, that seems to depend more on local political wills.

To encourage a more effective control

- authorizing the delegation of controle to the private sector
- optimizing the financial circuit of the fines product
- favorising dematerialized control (ANPR cars, plate-readers...)

NB: other penal sanctions regarding parking (exceeding the maximum time allowed, parking on sidewalks or bikelanes, on disabled places, etc.) are maintained on penal regime.

What the local authorities now have to do

To define the amount of the fine and the tariff grid

- To define and deliberate a **strategy**, to prepare for political **debates** and **communication**, to coordinate with authority in charge of mobility...

To organise controle and fines emission

- To **externalize** or not, **up-to-date** for control and payement material, to edit the fine or contract with the State (ANTAI)...

To prepare the fines recoveries

- Payment **modalities**, to **contract** with the State...

To manage the contestation (Pleas + relations with court)

- To **reorganize** local services, to **externalize** or not, to manage the **archives**, the **contestation** documents...

To provide financial and accounting follow-up

- To **receipt** immediate and post-payment charges, to agree with mobility authority for post-payment **charges repartition**...

First observations : organisation, echoes, effects

- Some cities (around 10%) abandoned on-street paid parking, but a large majority (5-600) kept it and implemented the reform
- A large modernization of paying machines (CC payment, license plate registration, phone apps...)
- Opportunity to develop automated tools to help for control (ALPR)
- On-street parking remains mainly out of hands of mobility authorities

- The fine amount, which increased by 50% on average, was the main topic for the press.
- Around 15% cities delegated control to private companies (30% in the bigger cities), noting that some troubles were observed with some private companies (fake controls...)
- Some conflicts are still observed with the police
- Still a juridical issue with car-rental companies

- Less cars in streets / more places for parking or other uses of public space
- On-street income increased
- Increased demand for resident permits, but also for cards for disabled people (free on-street parking).
- Increased demand in car-parks, especially for subscriptions
- Unknown effect on modal shift

First conclusions after 9 months

- 1. Some difficulties still to solve, but the reform globally works, and fulfilled its objectives: adaptation to local context, and efficiency improvement.**
- 2. The reform was the occasion to put the parking issues on the first page, to discuss and redefine the parking strategies, and to modernize the local systems.**



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