



P+R schemes for MaaS

19 februari 2019

Agenda

- > Two approaches to P+R
- > P+R in MaaS context: first approach
- > P+R in MaaS context: second approach

Two approaches to P+R

- 1) One or more **transport operators** offer P+R rate
- 2) **Third party** offers / subsidizes P+R rate

First approach:

One or more transport operators offer P+R tariff

- > **reduced or free rate** on parking / public transport / car or bike sharing / ...
- > **when certain conditions are met** (e.g. transfer to other mode)

example: Amsterdam

Rates

<h3>Parking</h3> <h1>€ 1</h1> <p>Enter on weekdays after 10:00 weekends and public holidays € 1 for 24 hours.</p> <p>or</p> <h1>€ 8</h1> <p>Enter on weekdays before 10:00 € 8 first 24 hours, then € 1 per 24 hours.</p>	<h3>Travel</h3> <p>Standard rates apply if you travel using your OV-chipkaart (public transport chip card), train ticket or GVB card.</p> <p>Alternatively, you can purchase a P+R GVB card at your P+R location. This GVB card gives you access to GVB bus, tram and metro services, but only in order to travel to and from the city centre.</p> <table><tr><td>1 person:</td><td>€ 5</td></tr><tr><td>2 persons:</td><td>€ 5</td></tr><tr><td>3 persons:</td><td>€ 5.90</td></tr><tr><td>4 persons:</td><td>€ 6.80</td></tr><tr><td>5 persons:</td><td>€ 7.70</td></tr></table> <p>These amounts are total prices.</p>	1 person:	€ 5	2 persons:	€ 5	3 persons:	€ 5.90	4 persons:	€ 6.80	5 persons:	€ 7.70
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Essential P+R conditions

- » Onward travel to city centre zone by public transport
- » P+R GVB card(s) must be purchased within 1 hour of parking
- » Check in and out of public transport
- » Return travel from city centre zone by public transport
- » Pay P+R fee within 1 hour of checking out of public transport

Please note: if these conditions are not met, you will be required to pay the regular parking fee.

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Second approach: Third party offers / subsidizes P+R rate

- > Transport operators charge **standard rates** that are **compensated by third party**
- > **when certain conditions are met** (e.g. transfer to other mode)
- > (third party can also be a transport operator)

example: Leuven (similar in e.g. Kortrijk)

Stad Leuven

Home / Mobiliteit en wegenwerken / Parkeren

Gratis bus naar het centrum

Parkeer je wagen op een randparking. Met de parkeerformule 'P+Bus' rijden de chauffeur en 3 inzittenden op vertoon van het parkingticket gratis met de bus naar het centrum en terug.

Hoe werkt het?

1. Toon je parkeerticket aan de buschauffeur.
2. Je krijgt een busbiljet voor maximaal 4 mensen (chauffeur van de auto en 3 passagiers).
3. Gebruik hetzelfde busbiljet voor de terugreis. Steek het in een ontwaardingstoestel of geef het aan de buschauffeur.

Heb je een abonnement bij 1 van deze parkings? Dan krijg je van de parkinguitbater een gratis buspas die je kan tonen aan de buschauffeur.

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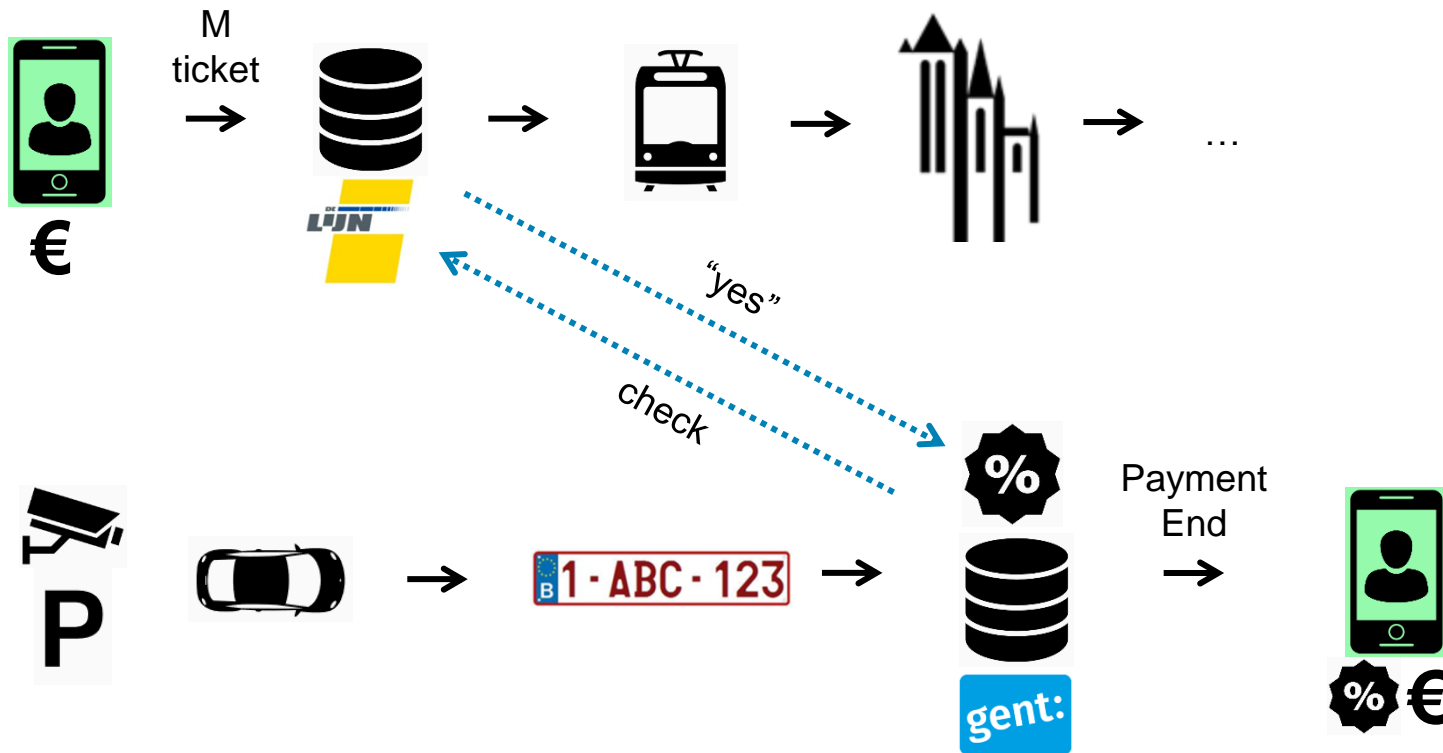
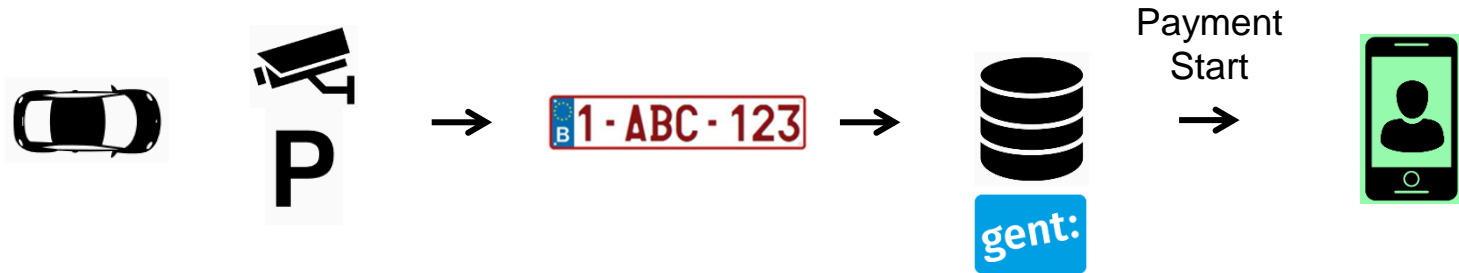
P+R in MaaS context: first approach

One or more transport operators offer P+R tariff

Fictitious example: reduced parking rate at Ghent P+R when user takes bus/tram to and from city centre



MaaSter



P+R in MaaS context: first approach

Example: reduced parking rate at Ghent P+R when user takes bus/tram to and from city centre

Variants:

- > other way around: reduced PT rate when user is parked on P+R
- > other conditions to be met:
 - other modes of transport (train, bike sharing)
 - location-based (e.g. registration in city centre)
- > ... (combinations are also possible)

challenges

- > Implementing 'checks' between e.g. different transport operators
 - need for shared user identity
- > One ticket for parking is (hopefully) equivalent to several tickets for public transport → how to transfer discount to all passengers?

P+R in MaaS context: second approach

Third party offers / subsidizes P+R rate

Fictitious example: City of Ghent offers free De Lijn ticket when parking on P+R

- > No need for checks between transport operators
- > Not the end user, but the City is client of the MaaS operator

challenges

- > Works only one MaaS operator at a time
- > Control over pricing is not where it should be

TO DO

- > Gauge interest for first and/or second approach
- > PoC + roadmap for technical challenges



Thank you

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