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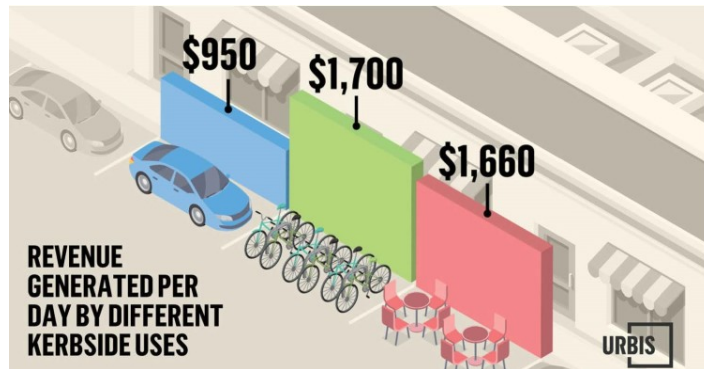
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## Economic benefits of dining parklets, bike parking and car parking



**Alison Lee**

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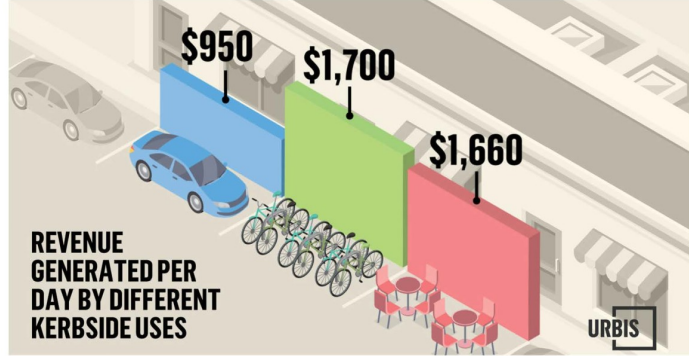
July 20, 2021

How we use kerbsides in shopping areas matters – it can make the difference between a dull and lifeless retail experience to one that is full of activity and interest. Urbis's latest research shows that stepping away from a monoculture of kerbside parking and towards a mixed kerbside of cafe dining and bike parking amongst other uses is not only a positive for amenity but also makes good sense for businesses.

The kerbsides in shopping areas are a precious resource. We can choose to fill them up with car parking, or we can choose a more mixed approach that balances amenity and access. In 2010, my research on the revenue that can be derived for businesses when a car parking space is converted to bike parking was published in the [Australian Planner](#). It was later referenced in Bloomberg CityLab as amongst the '[The Complete Business Case for Converting Street Parking Into Bike Lanes](#)'. Graham McCabe and I have now combined this work with our recent Urbis work for the Cities of Melbourne, Yarra and

Stonnington which looks at the economic benefits of converting car parking spaces into dining parklets.

We know that parklets and bike parking bring enhanced amenity to places. With this, I hope that I can contribute to the conversation about their legitimate inclusion in streets from an economic perspective too.



Source: Urbis, 2021  
 Based on the following sources

- Dining Parklet occupancy, expenditure and duration of stay based on: Urbis, 2021, Extended Outdoor Dining Program Evaluation, for Cities of Melbourne, Yarra and Stonnington
- Bike parking occupancy, expenditure and duration of stay based on: Alison Lee & Alan March (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Australian Planner, 47:2, 85-93, DOI: 10.1080/07293681003767785 (factored into 2021 Australian Dollars)

Assumptions and Notes

- Occupancy- bike parking 6 spaces, car parking 1.2 people per car, dining parklet 10 seats.
- No. of hours per day of occupancy- bike parking 8 hours, car parking 14 hours, dining parklet 8 hours.
- Bike Parking Occupancy 61%, Dining Parklet Occupancy 63%, Car Parking Occupancy 85%

#urbis #cityshaper #parklet #active transport  
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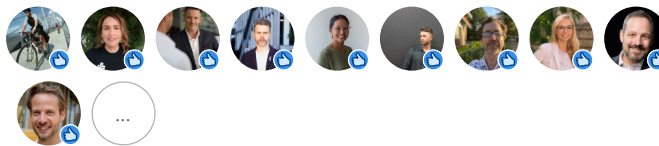
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Kerbside parking is public space but it's not often thought about that way. [Graham McCabe](#) and I at [Urbis #transportadvisory](#) have crunched the numbers to work out what economic benefit can be derived from a single car parking space.

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**Eric Keys** • 3rd+ 2y ...  
Director, Eric Keys & Associates and Researcher RMIT

Hi Alison, interesting post and an important piece of work. Can you provide a link to your paper?

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**Alison Lee** (She/Her) • 2nd 2y (edited) ...  
Director, Urbis | Leading expert, transport planning for successful places | Researcher, Author, Speaker

Hi Eric, We undertook this work for three inner Melbourne Councils - the Cities of Melbourne, Stonnington and Yarra. Each of those Council's have published separate Council committee papers which will be available on their websites, but this is the only 'write up' which combines the data which is publicly available. Feel free to cite it using

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**Tom van Vuren** (He/Him) • 2nd 2y ...  
Chartered Transport Planning Professional. Visiting Professor University of Leeds. Policy Director Transport Planning Society. Strategic Consulting Partner at Amey plc. Director at Van Vuren Analytics Ltd.

So pleased to see you've made the assumptions underpinning the numbers clear. and have provided further references.

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**Alison Lee** (She/Her) • 2nd 2y ...  
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Thanks Tom. Transparency all the way!

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**Tom van Vuren** (He/Him) • 2nd 2y ...  
Chartered Transport Planning Professional. Visiting Professor University of Leeds. Policy Director Transport Planning Society. Strategic Consulting Partner at Amey plc. Director at Van Vuren Analytics Ltd.

Here's another great report from London, corroborating the value of active mode vs car access to a shopping area:

<https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

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