

# ANWB Parking survey

Parking in densely urban areas:  
residents' experiences and  
attitudes.

February 2026

**blauw**



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# Reading guide



## ANWB's objective

The ANWB aims to keep mobility accessible to all Dutch people, so that everyone can travel carefree and enjoyably.

A key focus of this mission is improving the parking situation for residents of (large) cities. The ANWB therefore wishes to engage with local authorities to improve parking policy in densely urban areas and make it as good as possible for residents.

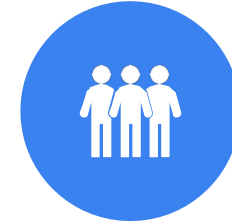


## Research objective

The research objective is to identify how residents of densely populated urban areas experience parking policy, particularly in their own neighbourhoods.

In this context, we are looking at:

- the local parking situation (how is parking currently organised, what problems are being experienced and what solutions do residents themselves see);
- attitudes towards policy.



## Research design

The research was conducted by distributing an online questionnaire via the PureSpectrum online panel.

The research was conducted among n=1,021 Dutch people aged 18 and over who live in (very) densely populated urban areas (at least 1,500 inhabitants per km<sup>2</sup>). All results in this report apply to this target group, unless otherwise stated.

The sample is representative of the survey target group in terms of gender, age, educational level, car ownership and degree of urbanisation.

1

# Management summary





## Residents would like to be more involved in the council's parking policy.

Residents of (highly) urbanised areas regularly experience difficulties finding a parking space in their neighbourhood. Only half find it easy to find a parking space in their own neighbourhood, and a quarter even adjust their car use and daily routine to cope with the pressure on parking spaces.

Residents would therefore like the local authority to work with them to find tailored parking solutions at street or neighbourhood level. They want greater involvement and better information provision from the local authority when it comes to parking policy.

For most residents, simply providing more parking spaces is not a solution to parking problems. Key issues to take into account in parking policy are: quality of life and green spaces, paid parking and safety.





## Green spaces are just as important as sufficient parking spaces

Many residents want to keep their neighbourhood liveable by ensuring there is sufficient green space in the area. According to residents, green spaces and nature in the neighbourhood, along with sufficient parking spaces, are therefore the most important issues to consider when planning neighbourhoods in (highly) urbanised areas.

A large proportion of car owners are willing to make concessions on parking if this benefits the liveability of the neighbourhood. Four in ten car owners are willing to walk a little further to their car, for example.



## Paid parking does not deliver what residents expect

A quarter of residents are dissatisfied with the impact of parking regulation through paid parking. Residents often expect that they will be able to park more easily once paid parking is introduced, but in practice it often turns out that there is still regularly no space available despite high parking fees.



## Safety of parking spaces is a problem

Just over a quarter of residents avoid parking spaces for fear of vandalism or burglary. A quarter of residents also sometimes avoid parking spaces because they do not feel safe on the walk home from certain parking spaces.

# 2

## Assessment of parking situation

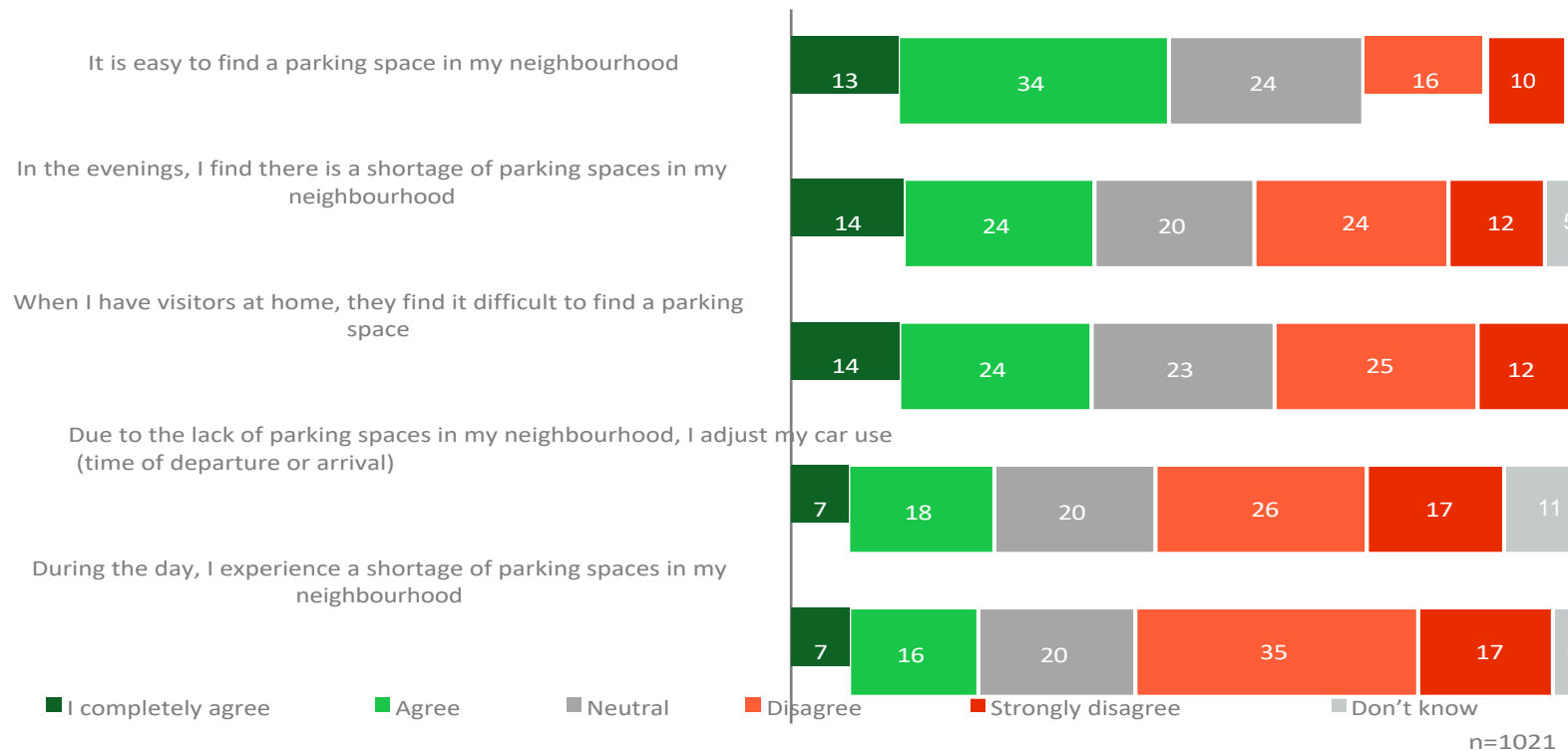


# A quarter adjust their car use to parking pressure in residential areas.

For only half, a parking space is easy to find.

To what extent do you agree or disagree with the following statements about parking in your residential area? (in %)

Base: residents of (very) densely urban areas



% (strongly) agree with the statement

Public parking (n=633)

45%

40%

38%

24%

21%

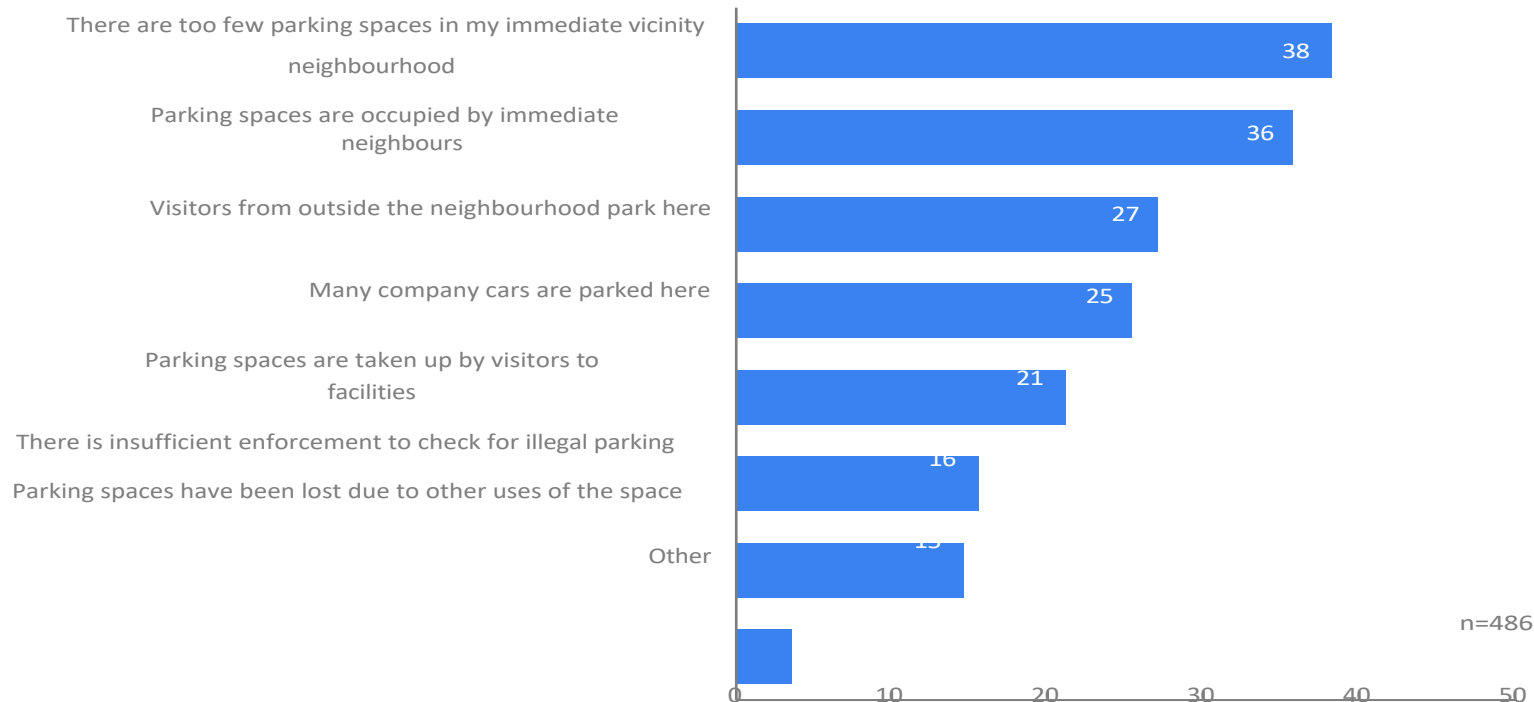
Green: Significantly higher than average Red: Significantly lower than average

# Parking problems are mainly due to a shortage of spaces.

Parking is also caused by visitors from outside the neighbourhood and by company cars.

You have indicated that you experience a shortage of parking spaces in your neighbourhood. For what reasons do you experience this mainly? (in %)

Target group: residents of (highly) urban areas who experience a shortage of parking spaces during the day or in the evening



**Residents who use public parking are more likely to experience parking problems due to a lack of spaces and use by immediate neighbours.**

- 43%: there are too few parking spaces in my immediate neighbourhood
- 41%: parking spaces are occupied by immediate neighbours

# Residents see a variety of solutions to parking pressure.

Suggestions range from more parking spaces to fewer cars and stricter rules.

Q: What do you think would be the best solution to reduce parking problems in your neighbourhood?

- **Not enough space: need for more parking spaces.** By far the majority of residents say there needs to be more space to park. This ranges from extra parking spaces on the street or on the outskirts of the neighbourhood, to smarter organisation of existing spaces (for example, through additional markings, layouts or narrower pavements), to the construction of multi-storey (underground) car parks.
- **Too many cars: a need to restrict car ownership and access to the neighbourhood.** A Some residents point out that the parking pressure is mainly caused by the large number of vehicles in the neighbourhood. They believe that households should own fewer cars, that company cars and vans should not park on residential streets, and that people from outside the neighbourhood should park their cars elsewhere. According to this group, the problem primarily solved by allowing fewer vehicles, thereby ensuring that existing parking spaces are sufficient.
- **Inefficient use of spaces: a need for better regulation and enforcement of parking.** Some residents suggest that stricter parking regulations would be the best solution to reduce parking problems. By this they mean, amongst other things, introducing or expanding paid parking, establishing additional permit zones, or stricter enforcement against (long-term) illegally parked vehicles. According to this group, there are enough parking spaces, but they are being used incorrectly or inefficiently.

"Large underground car parks, as there is little space on the streets."

"The best solution would be to create more parking spaces, for example by building a car park or using existing space more efficiently."

"Create more parking spaces, and yes, that might come at the expense of some green space."

"Do not issue a second parking permit; limit it to one per household."

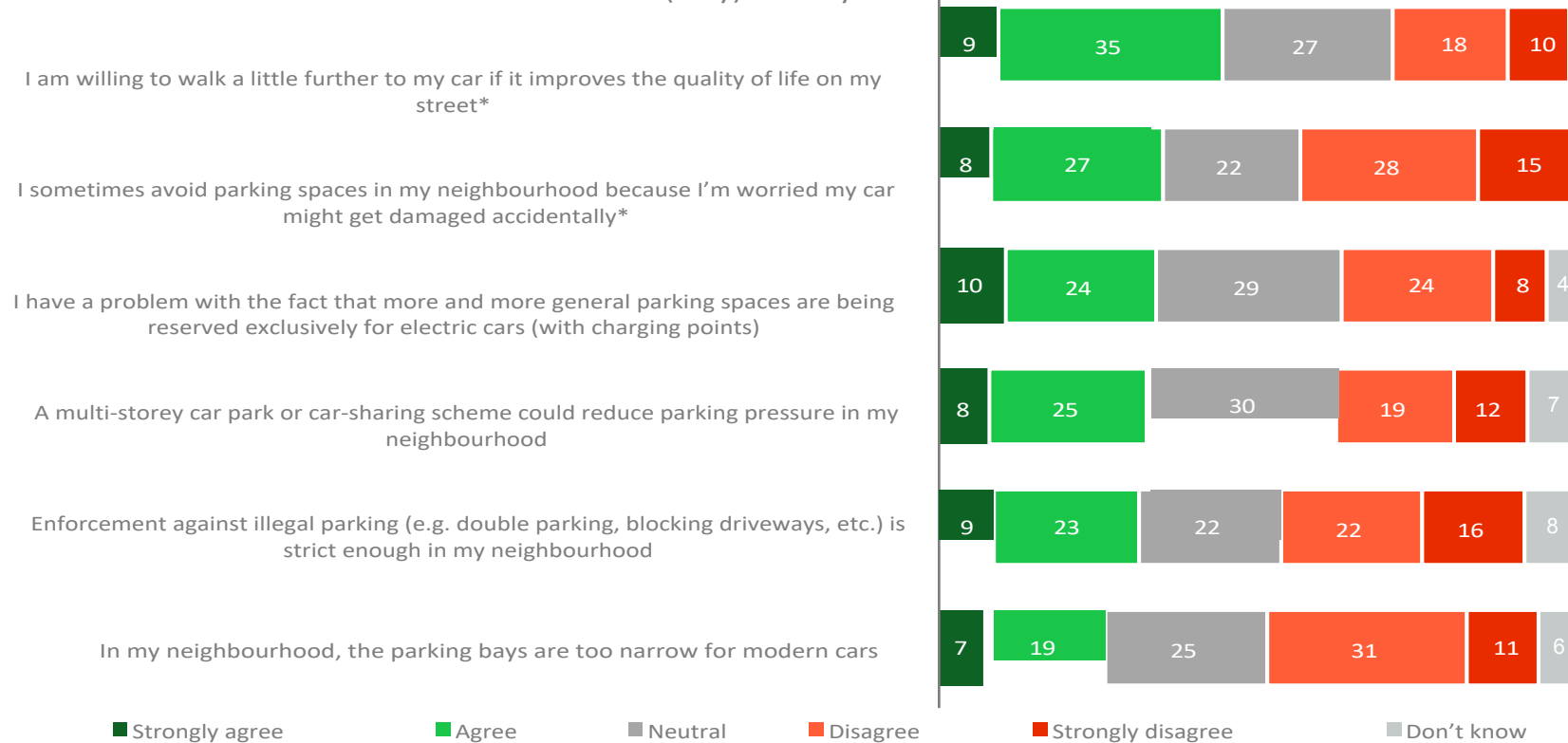
"Enforce parking disc zones: people are parking for too long and without a parking disc."

# Just over four in ten are willing to walk a little further to their car

## If this improves the quality of life in the neighbourhood.

To what extent do you agree or disagree with the following statements? (in %)

Base: residents of (very) densely urbanised areas



### Car owners experience specific parking problems more often than residents without a car

- Car owners are more likely to have difficulty with giving up general parking spaces for spaces with charging points than residents without a car (38% vs. 21% who (strongly) agree with the statement).
- Car owners are also more likely to find the parking spaces too narrow for modern cars than residents without a car (28% vs. 21% (strongly) agree with the statement).

\*Statement presented only to residents with their own car (n=833)

n=1021

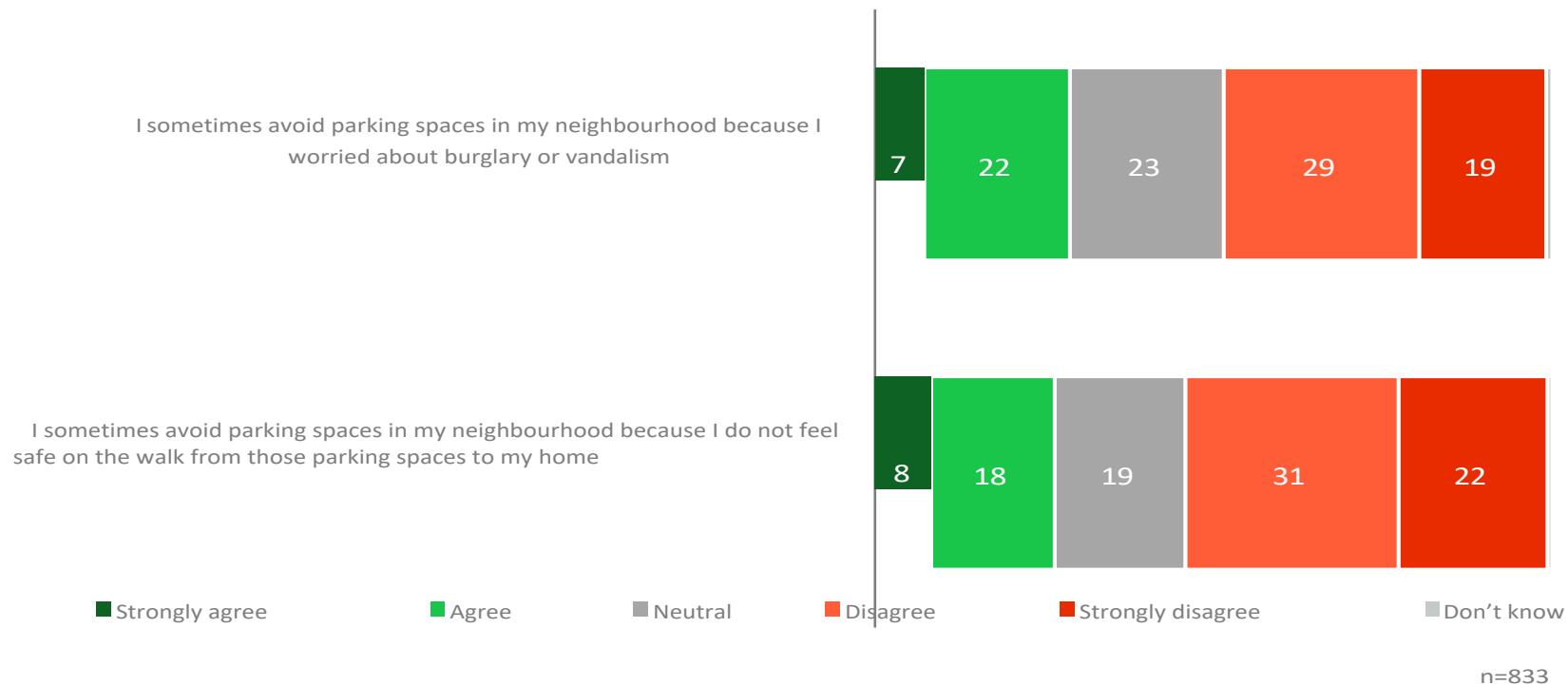
# Over a quarter avoid car parks for fear of theft, vandalism or because they feel unsafe.

To what extent do you agree or disagree with the following statements regarding safety around parking in your neighbourhood? (in %)

Base: residents of (highly) urban areas who own a car

% (strongly) agree with statement

Public parking (n=502)



25%

21%

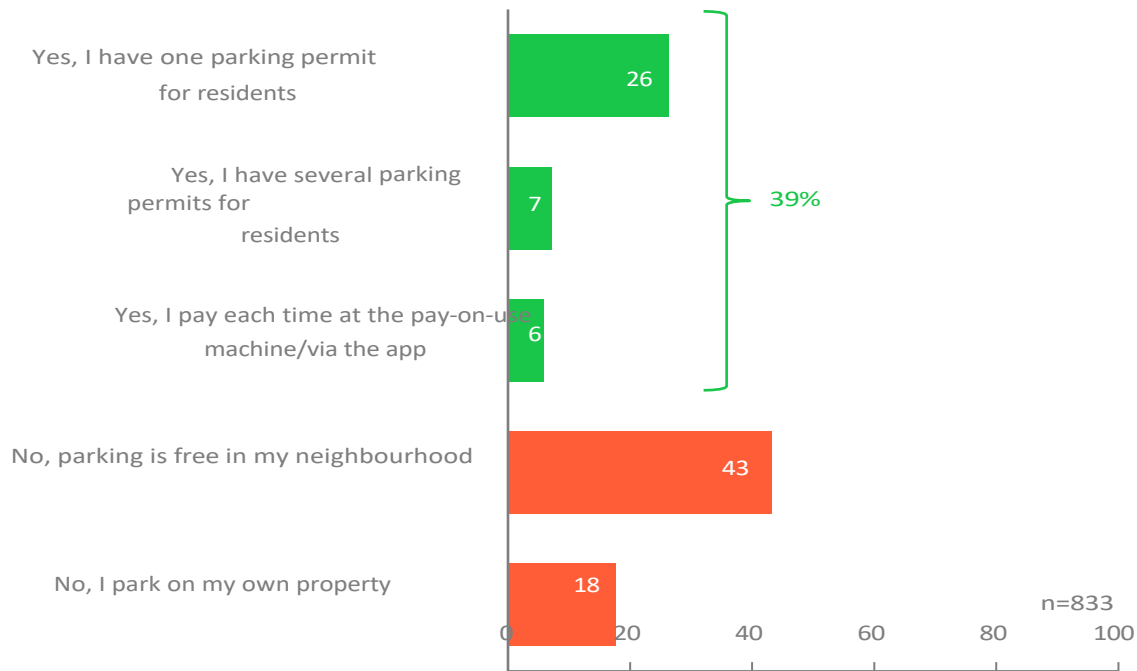
Green: Significantly higher than average Red: Significantly lower than average

# Opinions are divided on parking charges.

A quarter are dissatisfied, mostly because it is still difficult to find a parking space.

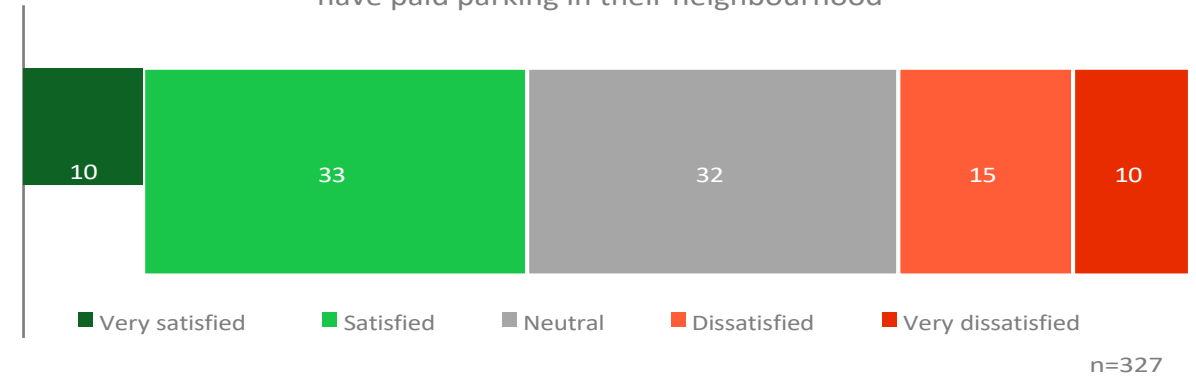
Do you have to deal with parking charges/rates in your neighbourhood? (in %)

Base: residents of (very) densely urban areas who own a car



How satisfied or dissatisfied are you with parking costs in your neighbourhood when you consider the current parking situation? (in %)

Base: residents of (very) densely urban areas who own a car and have paid parking in their neighbourhood



## Explanation of satisfaction/dissatisfaction: mixed views on parking costs

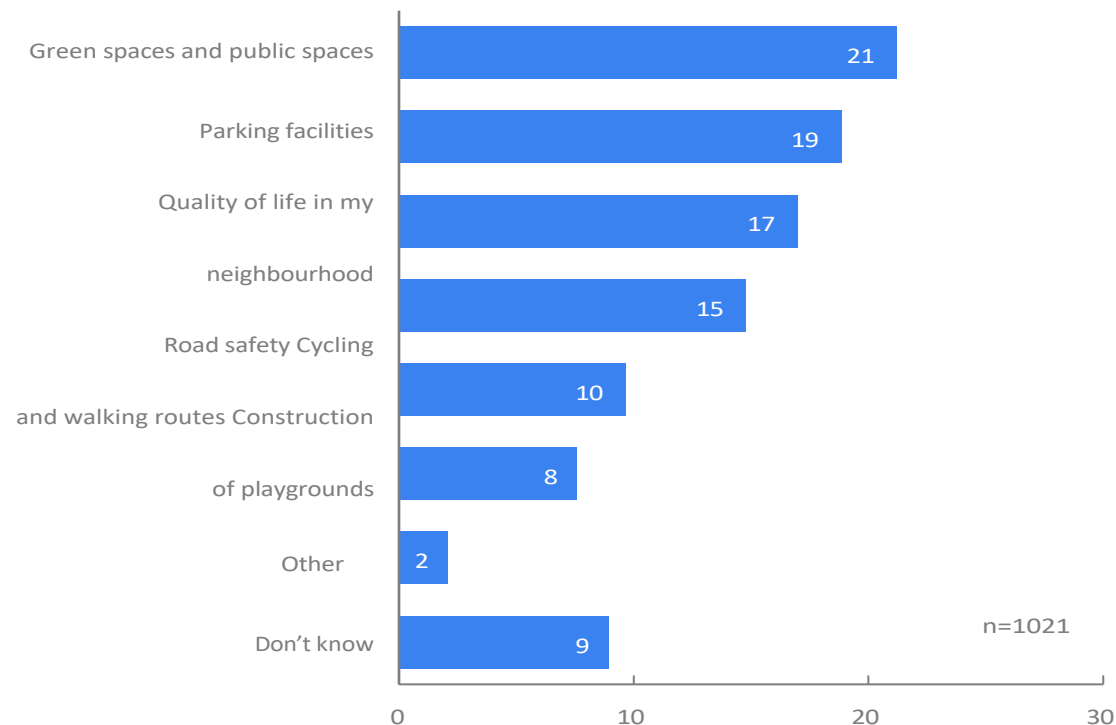
- Residents who are (very) satisfied with parking costs generally find them affordable, appreciate that this usually ensures sufficient parking space is available, and consider permits or visitor schemes to be relatively inexpensive.
- The (very) dissatisfied group, on the other hand, finds the costs far too high and feels that considers paying in one's own neighbourhood to be unfair and points out that, despite the high hourly rates, it is often impossible to find a space.

# Opinions are divided on how the parking revenue should be spent.

Residents would like to see this money spent on green spaces, parking facilities and improving the quality of life.

Suppose parking fees were specifically allocated to your neighbourhood. What do you think they should be spent on first and foremost? (in %)

Base: residents of (very) densely urban areas



**Car owners are more likely than non-car owners to want parking fees to be used to improve parking facilities. Non-car owners are more likely than car owners to want parking fees to be spent on improving cycling and walking routes.**

Improving parking facilities:

- 21% of residents with a car
- 11% of residents without a car

Improving cycling and walking routes:

- 16% among residents without a car
- 8% among residents with a car

# 3

## Attitudes towards parking policy



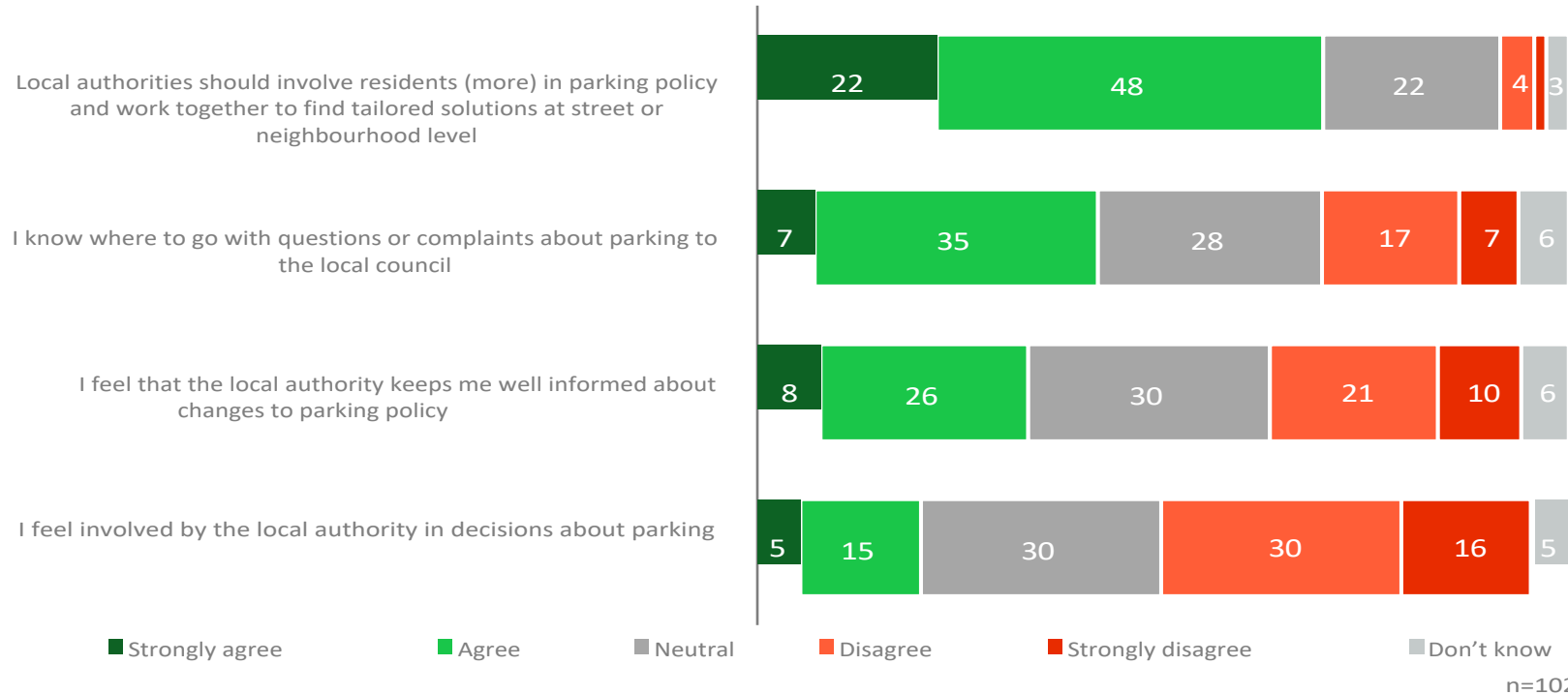
# Residents want to be more involved in parking policy.

This applies more strongly to car owners than to residents without a car.

The following questions concern the role of the local authority. In statement

To what extent do you agree or disagree with the following statements? (in %)

Base: residents of (very) urban areas



% (strongly) agree with the

Owns a car (n=833)

Does not own a car (n=188)

76%

61%

45%

32%

36%

26%

22%

15%

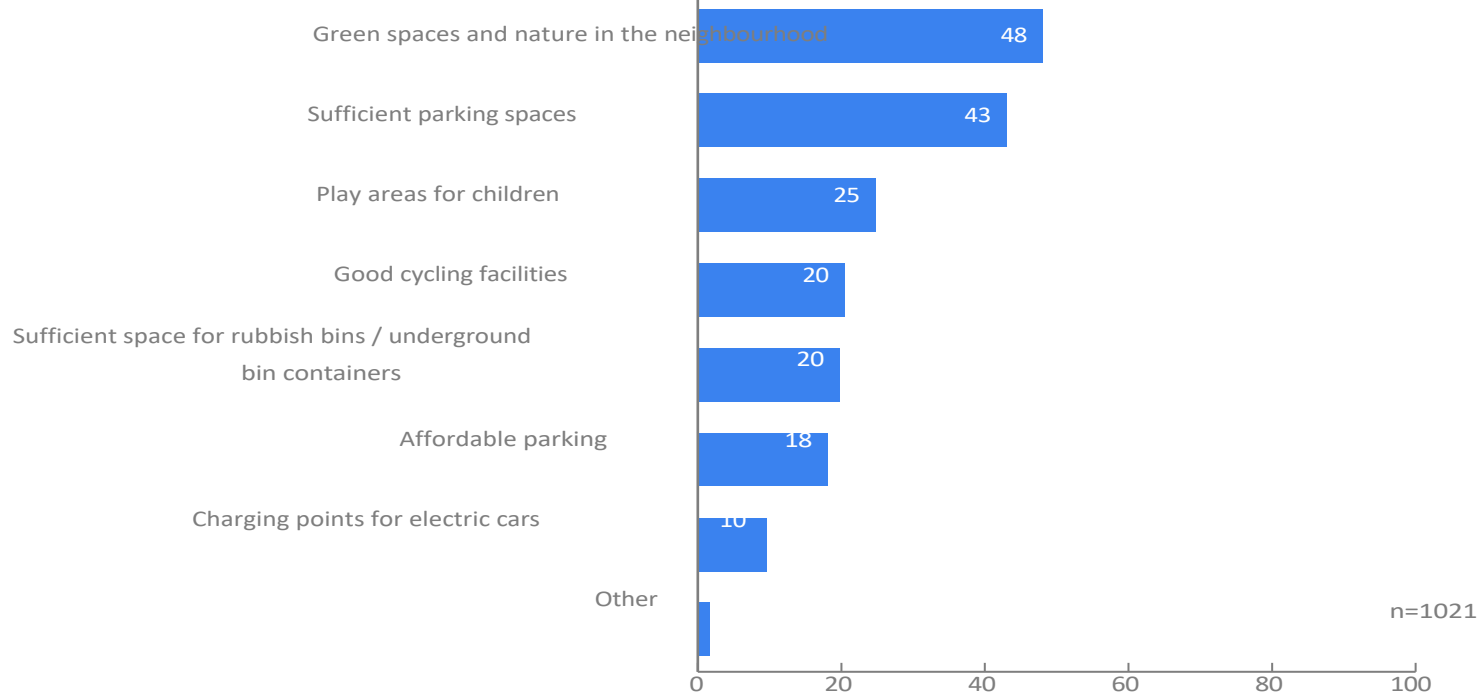
Green: Significantly higher than other group Red: Significantly lower than other group

# Green spaces and nature, together with sufficient parking spaces, are the most important factors in the design of public spaces.

The topics below have a direct influence on the design of public spaces. Which topics do you consider most important when designing your neighbourhood? (in

%, maximum 2 answers)

Base: residents of (very) densely urban areas



**For car owners, sufficient parking spaces are important. For residents without a car, cycling facilities are important.**

Sufficient parking spaces:

- 51% of residents with a car
- 19% of residents without a car

Good cycling facilities:

- 38% among residents without a car
- 15% among residents with a car

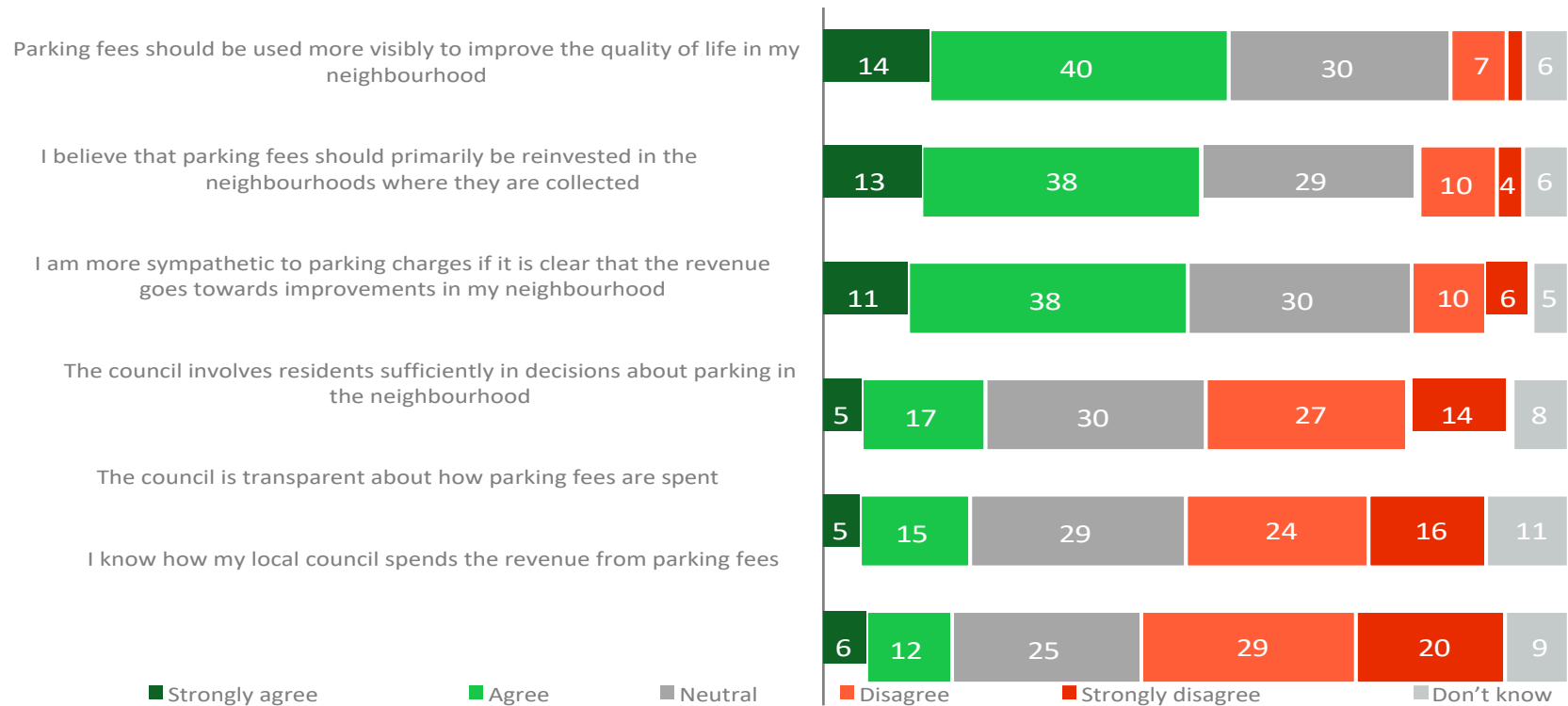
# Residents are not very involved in how parking revenue is spent.

Greater visibility can help foster greater understanding. Car owners do tend to show slightly more understanding and engagement than residents without a car.

To what extent do you agree or disagree with the following statement

statements about parking charges? (in %)

Base: residents of (very) densely urban areas



% (strongly) agree with the

Owns a car (n=833)

No car (n=188)

55%

53%

54%

40%

51%

43%

25%

13%

22%

14%

20%

9%

Green: Significantly higher than other group Red: Significantly lower than other group

n=1021

# 5

## Appendices

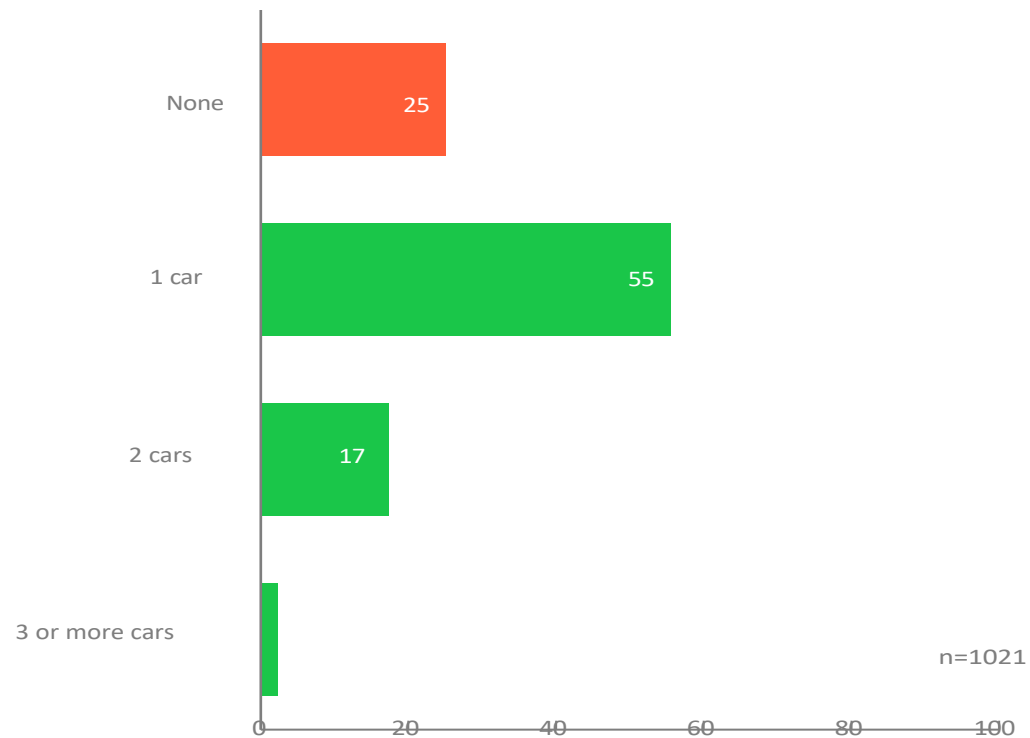
- Participant profile
- Accountability



# Participant profile: Car ownership and use

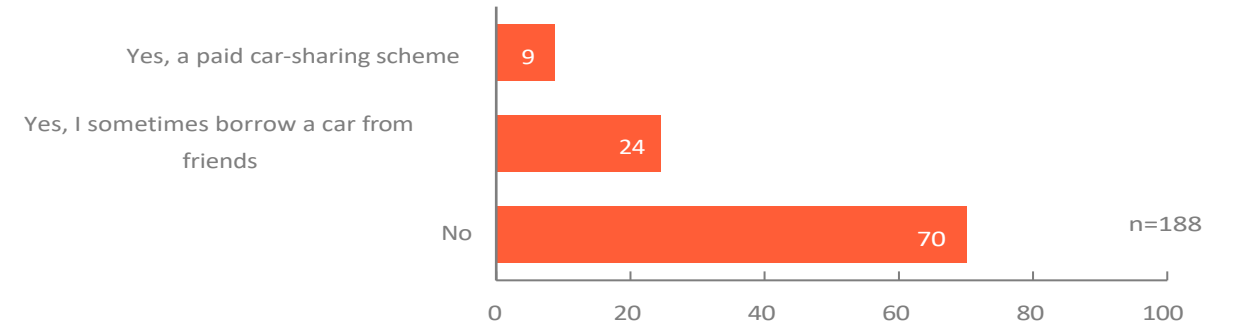
## How many cars are there in your household? (in %)

Base: residents of (very) densely urbanised areas



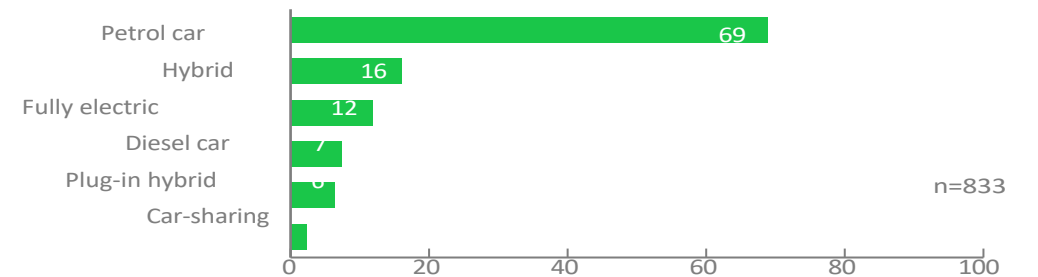
## Do you ever use a car? (in %)

Base: residents of (very) densely urban areas without a car



## What type of car(s) do you own or use? (in %)

Base: residents of (very) densely urban areas with a car

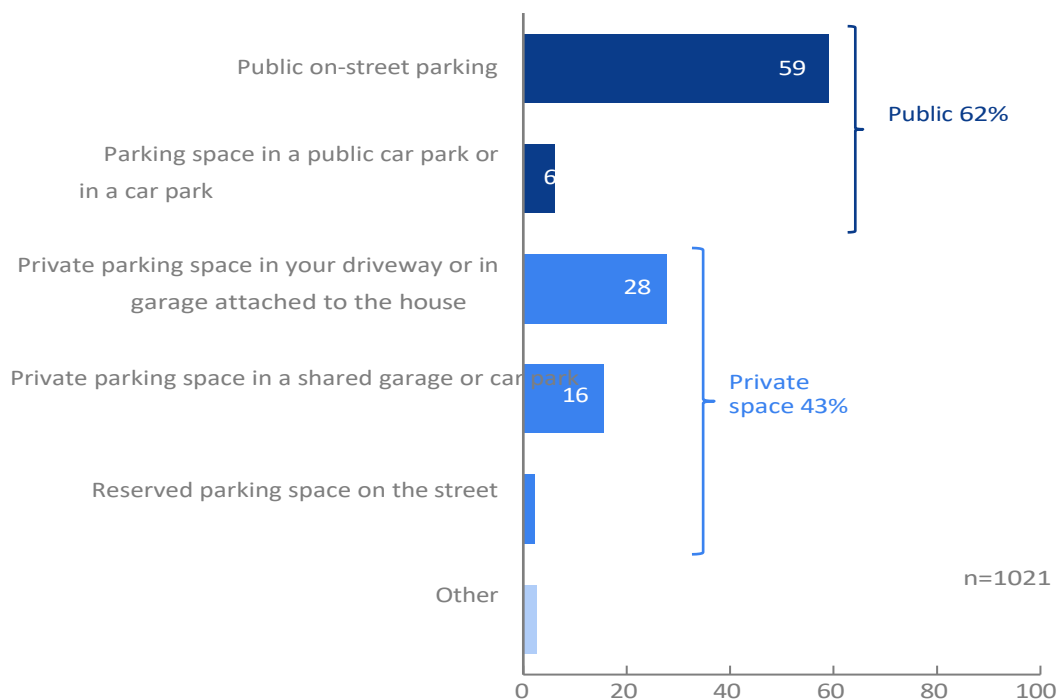


# Participant profile: Parking situation

What parking options do you have at home?

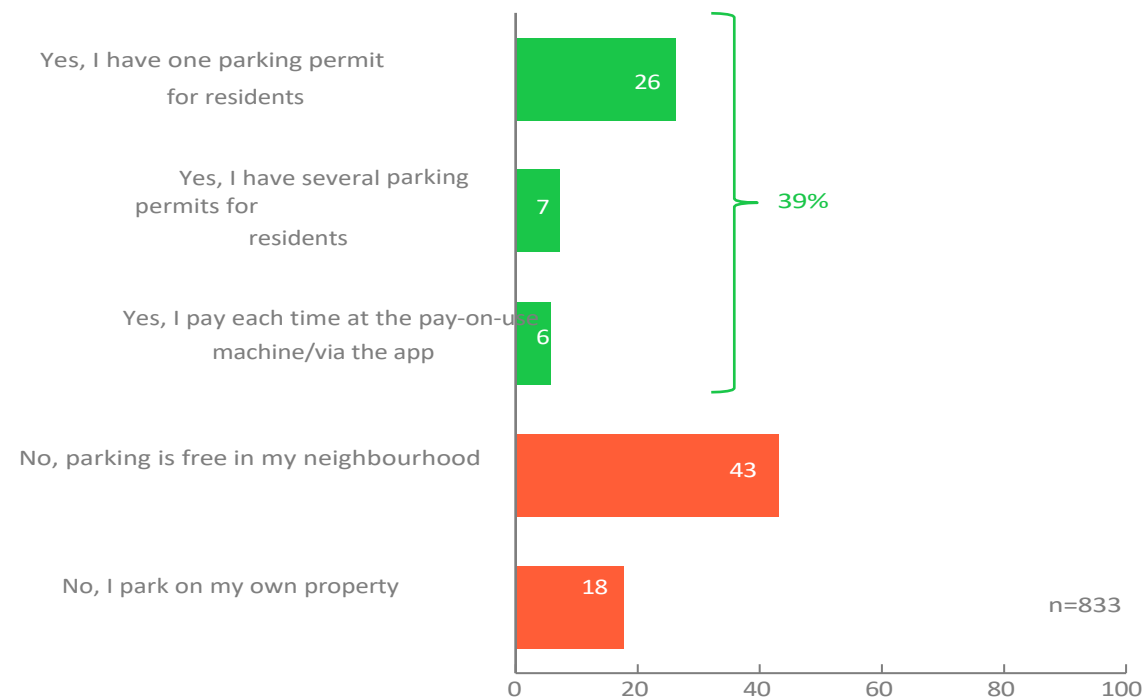
Multiple answers possible. (in %)

Base: residents of (very) densely urban areas



Do you have to pay parking charges in your neighbourhood? (in %)

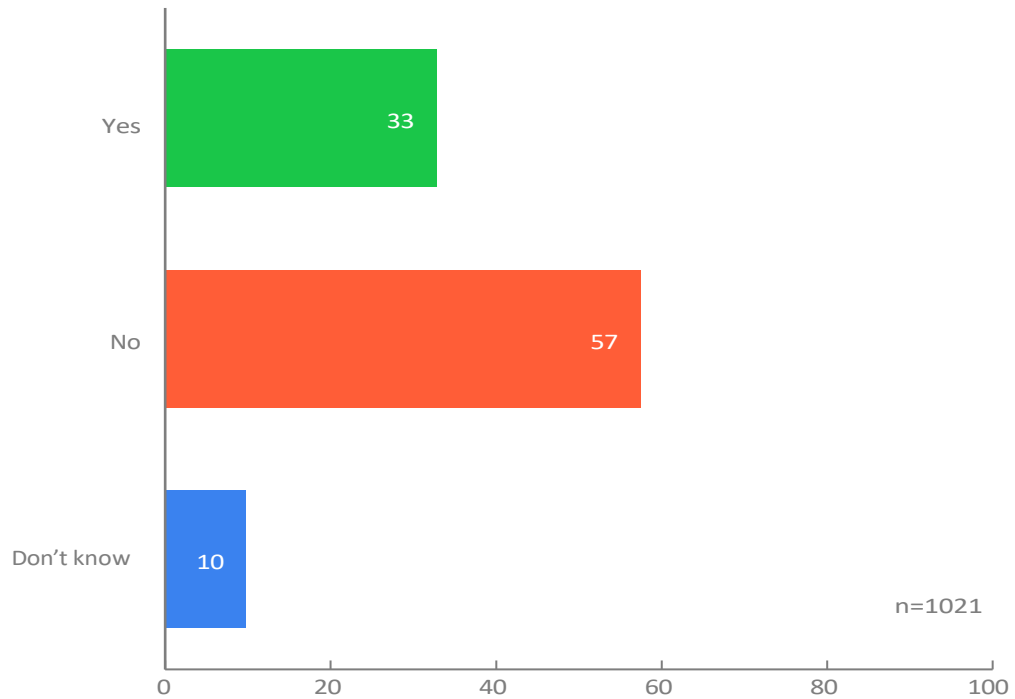
Base: residents of (very) densely urban areas who own a car



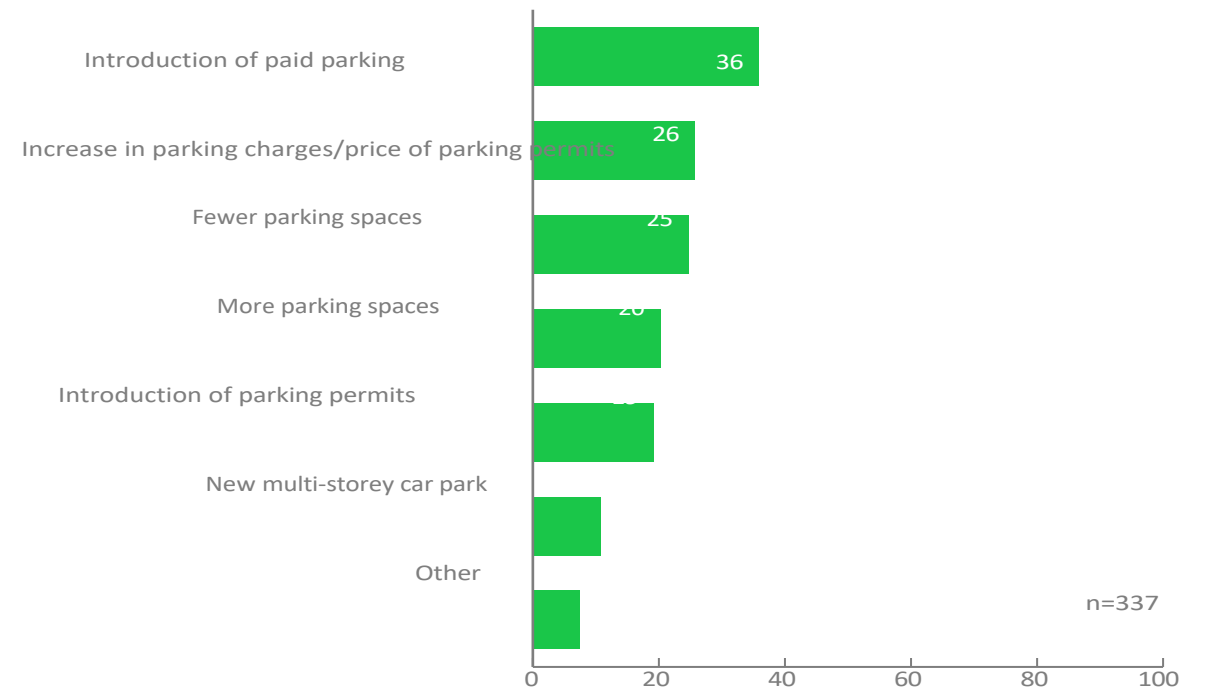
# Participant profile: Parking policy situation

Has the parking policy in your immediate neighbourhood changed over the past two years? (in %)

Base: residents of (very) densely urban areas



What change(s) in parking policy have you noticed? (in %)  
Base: residents of (very) densely urban areas who have noticed changes in transport policy



# Accountability (1/2)



## Research target group

The target group for this study is Dutch people aged 18 and over living in (very) densely urbanised areas.



## Sample

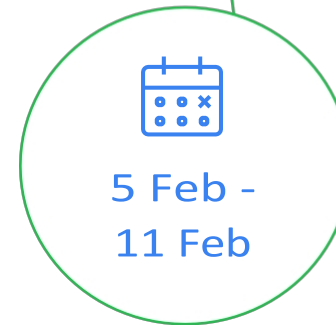
The online access panel of PureSpectrum was used as the sampling frame.



## Sampling frame

At the start of the fieldwork, a small batch was sent out first. The responses from this initial group were checked for routing, consistency and understanding of the questions based on the open-ended answers. No issues were identified during the check. No results were produced during the fieldwork period.

## Net sample



## Fieldwork period



## Average completion time

# Accountability (2/2)

## Questionnaire:

- The questionnaire was drawn up in close collaboration with the ANWB.
- The questionnaire consisted of the following sections: introduction and screening, car use and parking facilities, attitude towards one's own parking situation, attitude towards parking policy, and background characteristics. The questionnaire contains a total of 30 questions.
- Where possible, the questions were rotated and randomised to prevent any order effects.
- The questionnaire was accessible digitally and could be completed on all types of devices. The template included the option to switch between light and dark modes, adjust the font size, and use high-contrast colours.
- The language level used is B1.
- The final questionnaire, entitled '33999 ANWB Parking Survey Questionnaire v2', is available separately delivered to the client.

## The distribution of the sample was:

		n	%			n	%			n	%
Gender	Male	501	51	Age	18–24 years	139	15	Urban Level of education	Very high	479	47
	Female	517	49		25–34 years	181	18		Strong	542	53
	Other	2	0		35–49 years	317	30	Car ownership	Yes	188	75
Education	Low	242	25	50–64 years	259	25	No		833	25	
	Middle	442	42		65+ years	125	12				
	High	337	33								

- **Respondents:** Respondents received an incentive for their participation. The results of the survey were not shared with participants.
- **Data processing:** Following completion of the fieldwork, the compiled dataset was checked for data quality, completeness and consistency, and prepared for statistical analysis and processing into tables and graphs. During the data check, 5% of the collected data was removed.
- **Weighting:** The dataset was weighted using post-stratification on the following variables: gender, age, educational level, degree of urbanisation and car ownership. The maximum weighting factor is 1.7. The overall figures provide a representative picture of reality.
- **Differences and margins:** Where this report refers to a difference, it denotes a statistically significant difference at a significance level of  $\alpha = 0.05$ . The probability that a detected difference is due to chance is less than 1 in 20. The margin of error for an outcome of 50% is 1.6% given the actual sample size.
- **Tables and graphs:** these include references to the source questions and underlying principles. Where tables and graphs present results for a subgroup (rather than the total), or are indicative due to the small sample size, this is clearly indicated.
- **Outsourced services:** In this study, all work was carried out by Blauw staff and no work was outsourced to third parties.