



Setting the framework for parking policy II

Coordinated by FGM-AMOR

Presentation by Martina Hertel (Difu)



Overview of the Push & Pull training modules

- a. The general development of parking policy within urban areas
- b. Introduction and/or extension of paid parking areas and times
- c. Residential parking
- d. Basic concepts of key policy instruments (i.e. parking requirements, parking regulations, marketing, information and communication)
- e. Basic concepts of investment in parking

Basic concept of parking policy

For a set up of an introduction of parking management you usually deal with:

- The number, type and location of parking spaces
- Parking requirements
- Parking regulations
- Marketing/Ticketing
- Information and communication

Number, type and location of parking spaces

Number (legal available!)

- Depend on the size of the area; areas should (in Germany must have) have a shortage of parking spaces; think about the adjacent area!

Type of area (residential, commercial, etc.)

- Decision of
 - On-Street-Parking (Time restrictions? Paid Parking? Zoning?)
 - Off-Street-Parking => Parking Garages

Parking requirements

Who needs **when** access/parking:

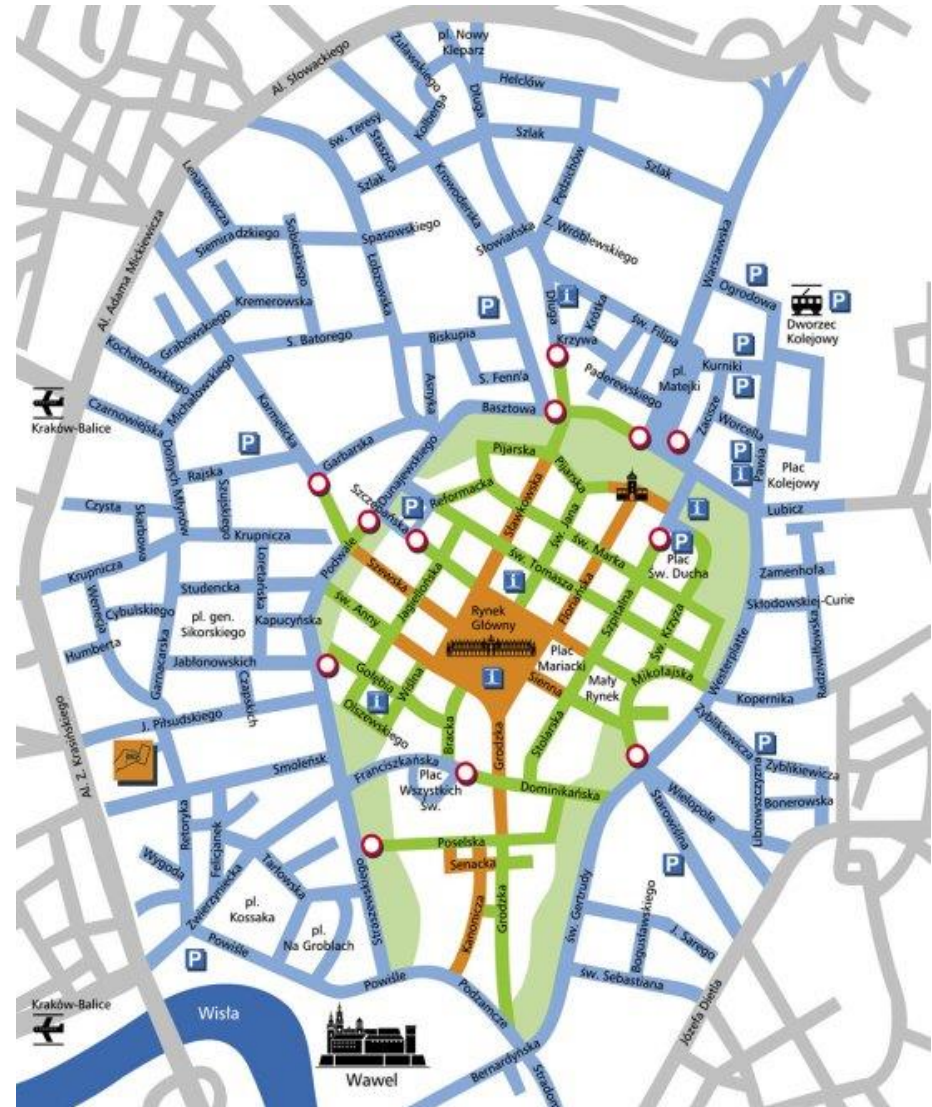
- Shoppers
- Shop owners
- Goods
- Commuters
- Residents
- Nursing service/Health service
- Guests
- Tourists etc.

Parking regulations

Best practice in Krakow, PL:

- “A” zone are restricted exclusively to pedestrians and cyclists
- “B” zone is accessible for residents and goods delivery vehicles
- in the “C” zone, parking fees are applicable between 10 am and 8 pm

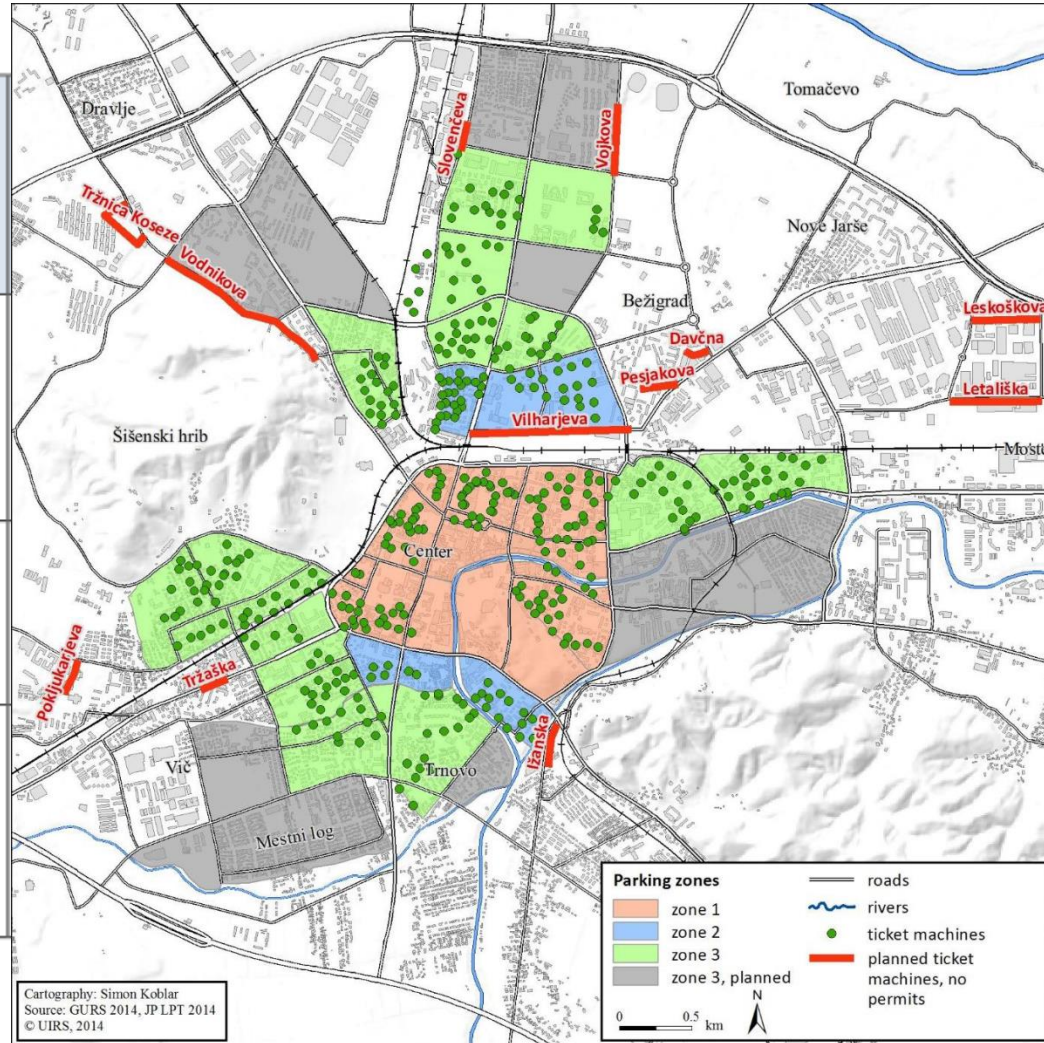
Source: Catalogue of case studies for parking management solutions, p. 91



Parking regulations

Table 1: Parking zones in Ljubljana

Zone	Price (€/h)	Max. time (hours)	Operating time	Yearly permit for residents (€/annually)
1	0.70	2 or 4 depending on the location	Mo.-Fri. 8:00–19:00 Sat. 8:00–13:00	1. permit: 100
2	0.50	6	Mo.-Fri. 7:00–17:00	1. permit: 100 2. permit: 200
3	0.40	10	Mo.-Fri. 7:00–17:00	1. permit: 60 2. permit: 120 3. permit: 180



Source: Catalogue of case studies for parking management solutions, p. 130

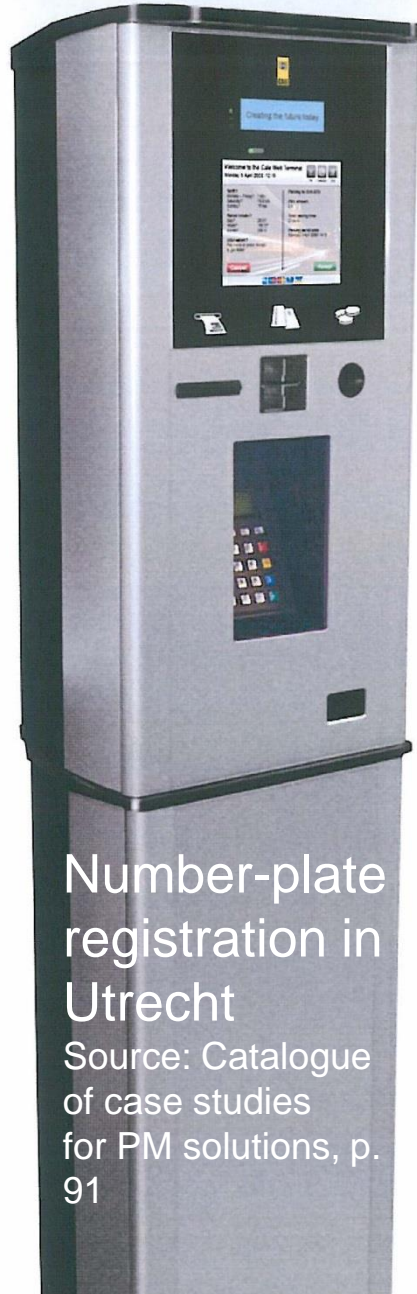
Cartography: Simon Koblar
Source: GURS 2014, JP LPT 2014
© UIRS, 2014

Marketing/Ticketing



Cash & Cards in Gothenburg

Source: © Martina Hertel



Number-plate registration in Utrecht

Source: Catalogue of case studies for PM solutions, p. 91



Paying by mobile phone in Berlin



Parking meter in the USA

Ticketing in Madrid



TARIFA BASE
ZONA DE BAJAS EMISIONES

ZONA AZUL ZBE		ZONA VERDE ZBE	
Tiempo	Importe	Tiempo	Importe
Mínimo 20 min	0,25 €	Mínimo 20 min	0,60 €
MEDIA HORA	0,45 €	MEDIA HORA	1,10 €
1 HORA	1,20 €	1 HORA	2,35 €
1 HORA Y MEDIA	2,05 €	1 HORA Y MEDIA	3,55 €
2 HORAS	2,95 €	MÁXIMO 2 HORAS	4,70 €
2 HORAS Y MEDIA	4,00 €	FRACCIONES	0,05 €
3 HORAS	5,40 €		
3 HORAS Y MEDIA	6,90 €		
MÁXIMO 4 HORAS	8,40 €		
FRACCIONES	0,05 €		

MADRID
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REGULADO
inteligente

Para más información consulte: www.serinteligentemadrid.es

TARIFAS (BONIFICACIÓN Y PENALIZACIÓN)
Nueva ordenanza fiscal: bonificaciones y recargos

Tipo de vehículo	BONIFICACIÓN / RECARGO	Nivel de ocupación	BONIFICACIÓN / RECARGO
A	-20%	A	-20%
B	-10%	B	-10%
C		C	
D	+10%	D	+10%
E	+20%	E	+20%

MADRID
ESTACIONAMIENTO
REGULADO
inteligente

Para más información consulte: www.serinteligentemadrid.es

Source: © Martina Hertel

Information and communication (internal!)

Within the administration:

- Planspiel (Roleplay simulation)
- Local support group
- Excursions with decision makers and round tables



Source: © Jörg Thiemann-Linden

Information and communication (external)

82-JK-DP + [P] = [P]

Digitaal parkeren doe je zo...

Vanaf 1 januari 2009 wordt digitaal parkeren ingevoerd in de gemeente Utrecht. Lees er alles over op www.utrecht.nl/parkeren



Slim Parkeren: kies een passend parkeertarief

per 1/1/2014

samen houden we maastricht bereikbaar.nl

€1 = 17 minuten / €35 per dag	A
€1 = 23 minuten / €25 per dag	B
€1 = 28 minuten / €12 per dag	C
€1 = 43 minuten / €6-8 per dag	D
Gratis Parkeren <small>op werkdagen/vrijdagen* vóór het bus/trafic voor €1,-</small>	E

www.maastrichtbereikbaar.nl

maastricht:
STER ONDER DE STERREN

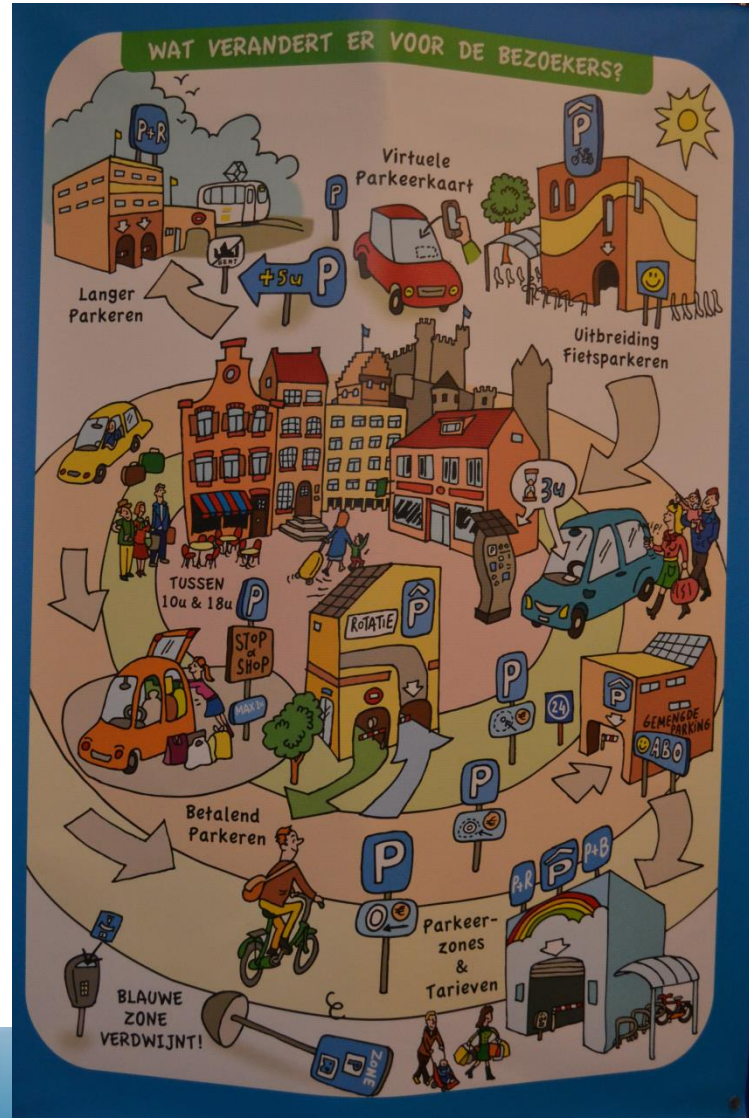
* bezonder 3 dagen per week, zie www.maastrichtbereikbaar.nl/pr-waard

Source: Catalogue of case studies for parking management solutions, p. 58 and p. 104

Communication (best practice Ghent !)



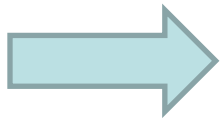
Source: © Martina Hertel



Best practice: Krakow, Poland

Best practice: Ljubljana, Slovenia

Best practice: Utrecht, Netherlands



<http://push-pull-parking.eu>

Download:

Catalogue of case studies

for parking management solutions

Basic concept of investment in parking management

Within the investment concept you deal at least with

- major costs
- enforcement
- enforcement staff (personal)
- legal issues

Major costs

- Ticketing infrastructure (sometimes hard- and software costs depending on the machines)
- Planning/implementation/communication costs
- CS Krakow: additional costs were related to the redesign of traffic movements and accompanying regulations at several intersections and streets within “C” zone in Krakow (ca. 30 000 EUR). Other costs concerned paint and signs for road markings, etc. (ca. 10 000 EUR)

Major costs

Best practice Ljubljana

- One ticket machine costs ~ 4.500 Euro incl. tax
- Monthly maintenance of a ticket machine ca. 6 Euro
- => for the year 2012 the company JT LTP collected 1,4 Mio. Euro from on-street parking

Enforcement

- By enforcement staff (in some countries by the police and in some by private companies)
- By enforcement cars (high investment)
- By on-street detectors (more investment & maintenance needed)



Source: <http://qz.com/166182/how-london-plans-to-eliminate-the-search-for-a-parking-spot>

Installing on-street detectors



Source: <http://qz.com/166182/how-london-plans-to-eliminate-the-search-for-a-parking-spot>

Enforcement

- By radar signal (pilot study in Berlin)



Source: © Martina Hertel

Enforcement staff

- Recruiting
- Training needed (in Germany between 4 and 6 weeks)
- Special clothing necessary (summer/winter)
- Scheduling the teams

Legal issues

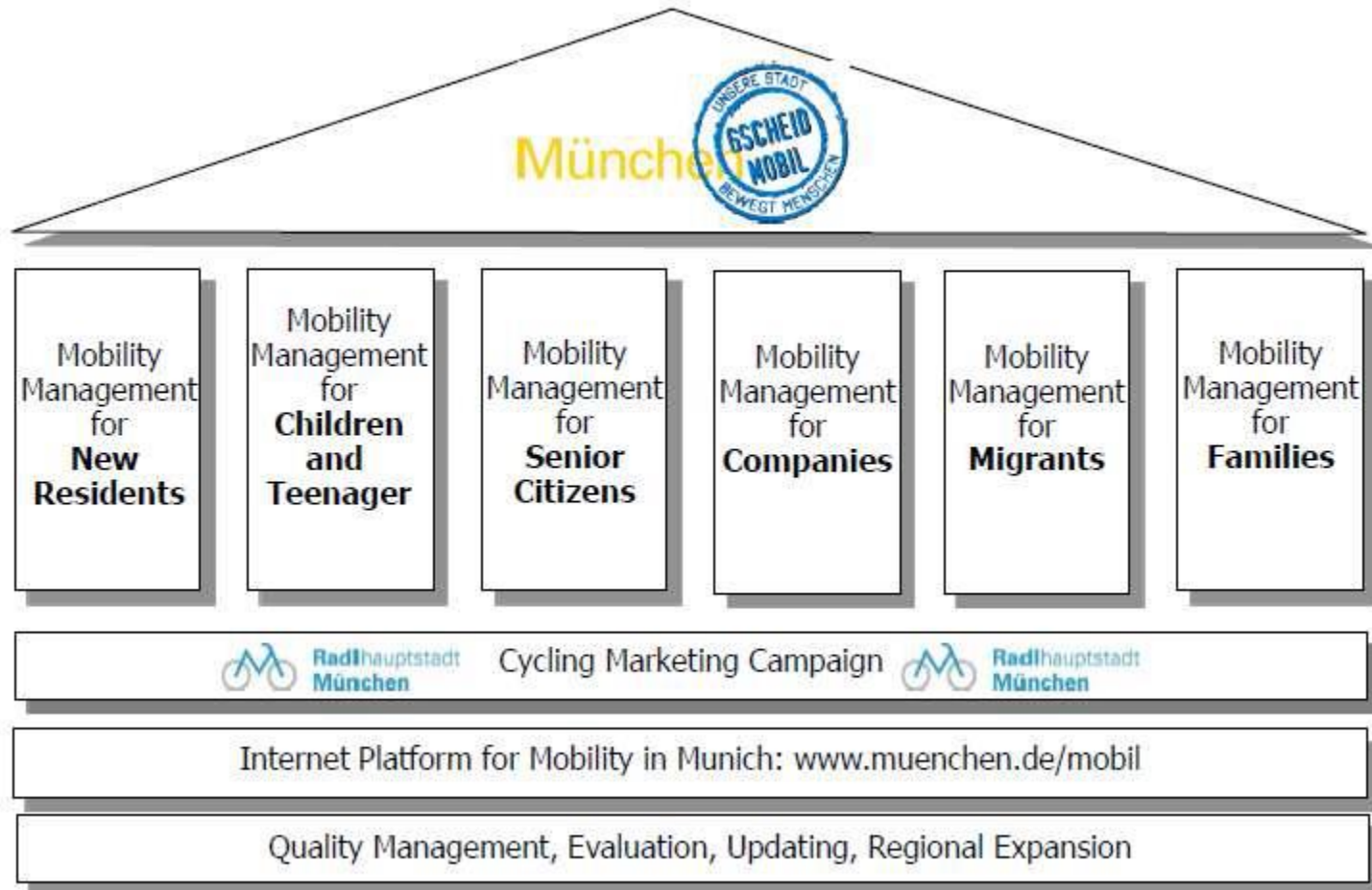
- Restrictions of possible local, regional or national laws should be checked
- E.g. in Germany the fine for illegal parking is regulated by national law, while all parking issues are on local or sometimes regional law
- In Krakow, Poland the fee for on-street parking is fixed on national level, so even if it is way under price the municipality can't raise it
- In Germany the residential permits are fixed by 10,20 Euro up to 30,70 Euro per year!

**...so how to move
foreword?**

Brainstorm session

- Do you need to move forward? Why?
- Could you be proactive?
- Which arguments do you need for:
 - Politicians?
 - Citizens?
 - Retailers?
- Take look again at “16 good reasons for parking management”
- Or have a closer look to => Catalogue of case studies for mobility management measures (pull measures)

....some pull measures...



Source: Catalogue of case studies for mobility management solutions, p. 38

Implementation of pedestrian zones

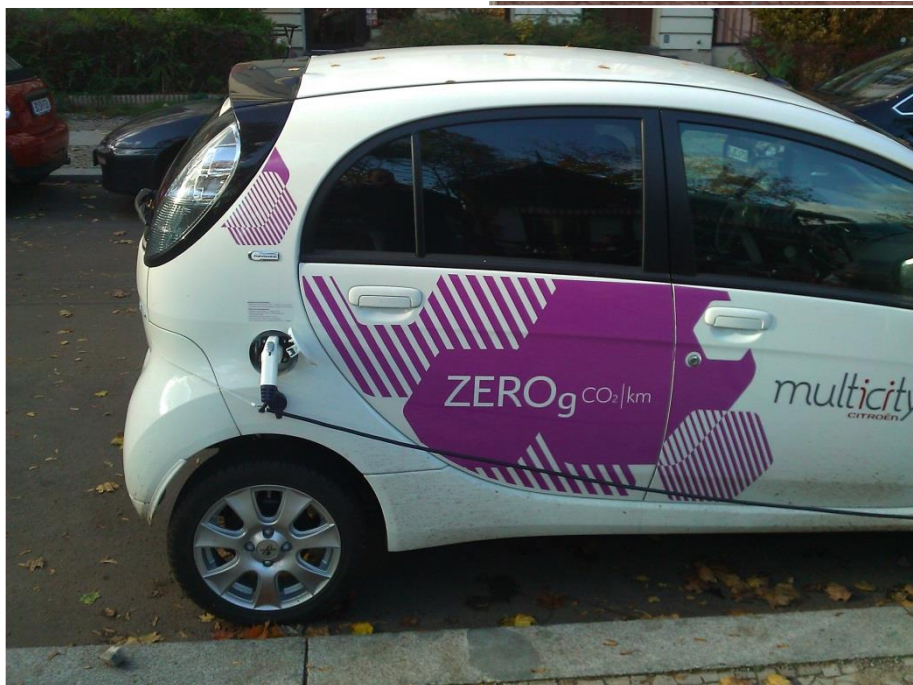


An advantage for businesses and tourism



Source: Catalogue of case studies for parking management solutions, p. 75

Car-sharing



Source: © Martina Hertel

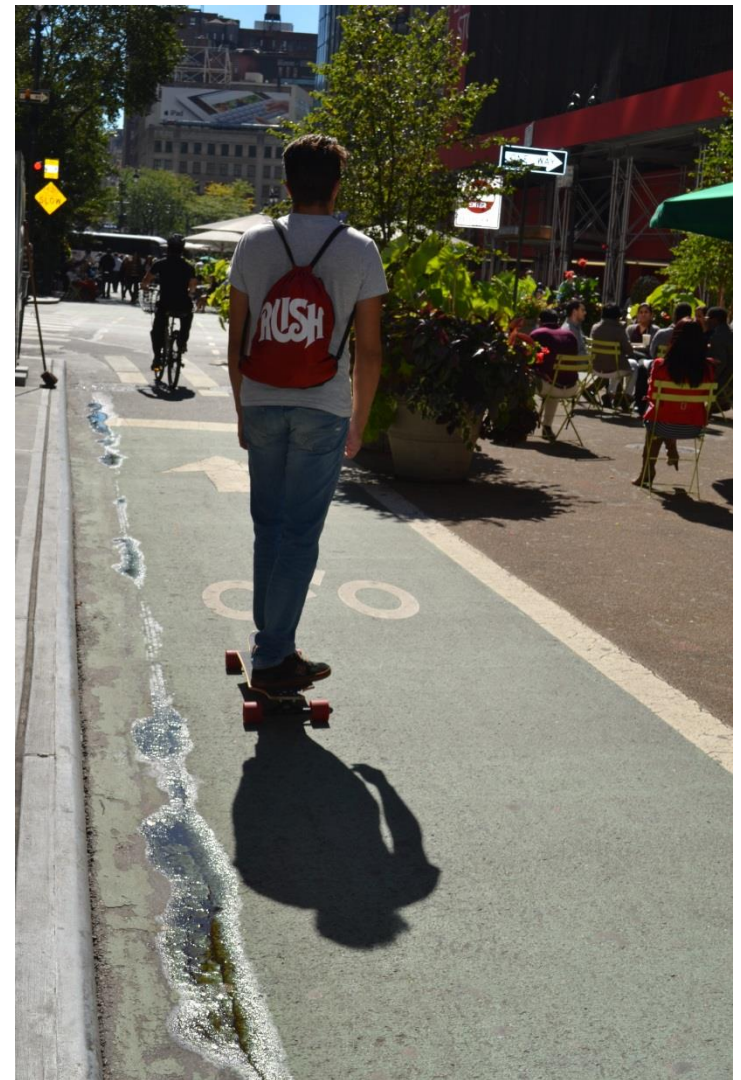
....to get an impression...

Parking day



Source: © Jörg Thiemann-Linden

New York



Source:
© Martina Hertel

Madrid



Source:
© Martina Hertel

London



Source: © Martina Hertel

London



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Source: © Martina Hertel

Further reading

Further reading (1): reports and books

- European Union (2005), 'Parking policies and the effects on economy and mobility', Technical Committee on Transport; Report on COST Action 342, August 2005
- Kodransky, M. and Hermann, G. (2011), 'Europe's Parking U-Turn: from Accomodation to Regulation', Institute for Transportation and Development Policy, New York.
- Ison, S. and Mulley, C. (2014), Parking – Issues and Policies, Transport and Sustainability Volume 5, Emerald Group Publishing Limited, Bingley, UK.
- Litman, T. (2006), Parking Management Best Practices, American Planning Association, Chicago, Illinois.
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- Shoup, D. (2005), The High Cost of Free Parking, American Planning Association, Chicago, Illinois.
- Shoup, D. (2007), Cruising for parking, Access Magazine, No. 30, spring 2007
- Sustrans (2006), 'Real and perceived travel behavior in neighborhood shopping areas in Bristol'. Final report prepared by Sustrans on behalf of Bristol City Council, January 2006.
- Wilson, R. (2013), Parking Reform made easy, Island Press, Washington
- Wilson, R. (2015), Parking Management for Smart Growth, Island Press, Washington

Further reading (2): scientific publications

- Barter, P. (2010) 'Off-street parking policy without parking requirements: a need for market fostering and regulation', *Transport Reviews*, Vol. 30, No. 5, pp. 571-588.
- Marsden, G. (2006), 'The evidence base for parking policies: a review', *Transport Policy*, Vol. 13, No. 6, pp. 447-457.
- Guo, Z. and Ren, S. (2013), 'From minimum to maximum: the impact of the London parking reform on residential parking supply from 2004 to 2010', *Urban Studies*, 50(6), pp. 1183-1200.
- Mingardo G and Meerkerk J (2012) Is parking supply related to turnover of shopping areas? The case of the Netherlands, *Journal of Retailing and Consumer Services*, Vol. 19, pp 195-201.
- Mingardo G (2013) Transport and environmental effects of rail-based Park and Ride: evidence from the Netherlands, *Journal of Transport Geography*, Vol. 30, pp 7-16
- Mingardo G, van Wee B and Rye T (2015) Urban parking policy in Europe: a conceptualization of past and possible future trends, *Transportation Research Part A: Policy and Practice*, Vol. 74, pp. 268-281.
- Ommeren, J.N. van, D. Wentink and J. Dekkers (2011), The real price of parking policy, *Journal of Urban Economics*, Vol. 70, pp. 25-31.
- Pierce, G. and Shoup, D. (2013), 'Getting the price right', *Journal of the American Planning Association*, Vol. 79, No. 1, pp. 67-81

Further reading (3): policy documents

- UK Department for Communities and Local Government (2012) National Planning Guidance. DCLG, London.
- UK Department for Transport (DfT) (2006a) Delivering better local transport: Key Achievements and Good Practice from the First Round of Local Transport Plans. Produced for DfT, London, by Atkins, London.
- UK Department for Transport (DfT) (2006b) Local Transport Plan 2 Guidance. DfT, London.
- UK Department for Transport (DfT) (2007) Long Term Process and Impact Evaluation of the Local Transport Plan Policy, Final Report. Produced for DfT, London, by Atkins, London.

<http://push-pull-parking.eu>