



Setting the framework for parking policy I

Coordinated by FGM-AMOR

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based upon training material by RHV



Just a parking lot....?



Source: City of Bocholt, Germany, Stadtbaurat Ulrich Paßlick

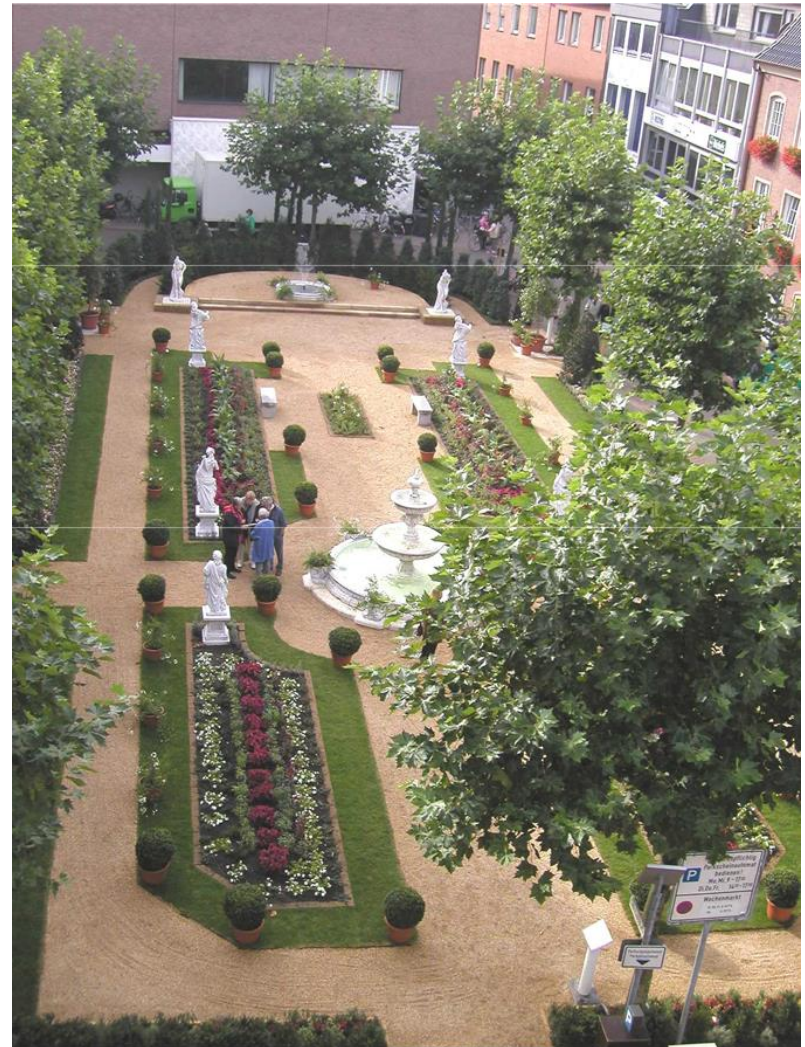
What could it be....?



Source: City of Bocholt, Germany, Stadtbaurat Ulrich Paßlick

A temporary Renaissance garden in the city centre of Bocholt, Germany

Source: City of Bocholt, Germany,
Stadtbaurat Ulrich Paßlick



Now a place for people (and bicycles)....



Source: City of Bocholt, Germany, Stadtbaurat Ulrich Paßlick

Setting the framework for parking policy

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

Objective of this module

- The main objective of this module is to understand the framework for parking policy at urban level;
- This module will help you to:
 - Better understand how parking policy develops
 - Position your city on the development curve of parking policy
 - Understand what you to do to move forward in parking policy
- Throughout the whole module examples of different cities will be used.

Basic notions on parking policy

Elements of parking policy

Within parking policy you usually deal with:

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

Parking Type and the sector controlling and/or supplying it (Transport Learning, 2013)

Location	On-Street				Off-Street					
Use	Public				Private	Public				
Owned	Public				Private	Private	Public			
Operated	Public or Private				Private	Private	Private	Public		
Type	Free	Priced	Permit	Duration Control	Free	Priced	Priced	Free	Priced	

The institutional framework (1)

- Parking is usually a local policy, implemented and carried out by the local authority
- National authorities can:
 - Provide guidelines (especially for standards)
 - Set the legal framework (on/off street, VAT rules, safety rules, possibility to use specific technologies,...)

The institutional framework (2)

At local level parking policy is usually part of the wider transport policy of the city:

- Departments that are/might be involved: transport, spatial development, economics
- Usually the political figure responsible for parking is the councilor for transport/mobility

Aims of parking policy

- Generally parking policy has four main objectives:
 1. To contribute to a better accessibility and mobility of the urban area;
 2. To contribute to a better quality of life in the city;
 3. To support the local economy;
 4. To raise municipal revenue;
- The last aim might not be an explicit one, because local authorities don't want to associate the idea of paying for a parking space with municipal fund raising

Example: Edinburgh Parking Policy

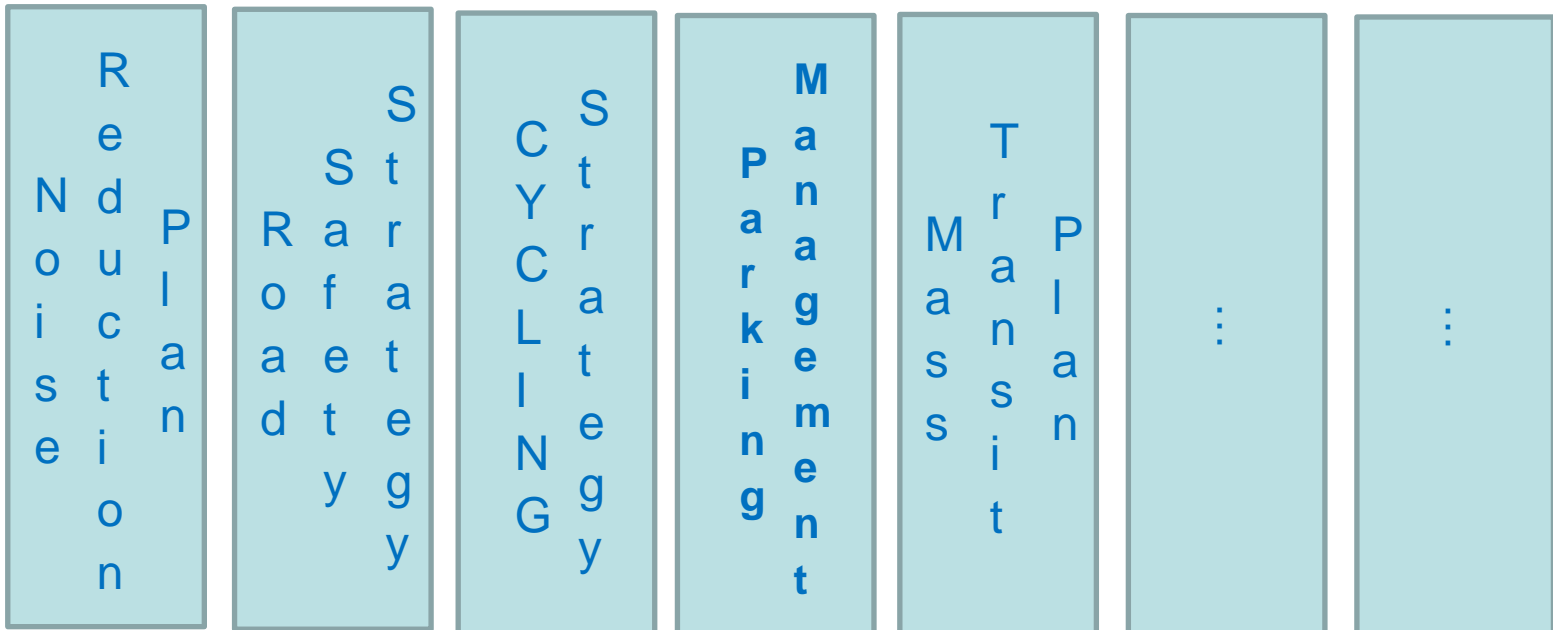
“The overall objective for the parking strategy is to manage parking to support wider Council economic, environmental and social policies, recognizing the competing demands for space. More detailed objectives are to:

- *Use parking policy to help to maintain and improve the economic vitality of the city centre and traditional district and local shopping centers, relative to other centers;*
- *Ensure that parking provision does not encourage commuter car travel, especially to the city centre, and relates to the ease of access by public transport, cycling and walking;*
- *Minimize the negative impacts of parking on the streetscape, especially in environmentally sensitive areas, and on public and private space in new developments;*
- *Improve road safety and reduce congestion and pollution;*
- *Facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists;*
- *Protect and, where possible, enhance residents’ ability to park and load close to their homes;*
- *Protect and, where possible enhance the parking and loading needs of businesses, tradespeople, carers and visitors;*
- *Facilitate the operation and expansion of Car Clubs”*

Source: *City of Edinburgh Council Local Transport Strategy 2007-2012*

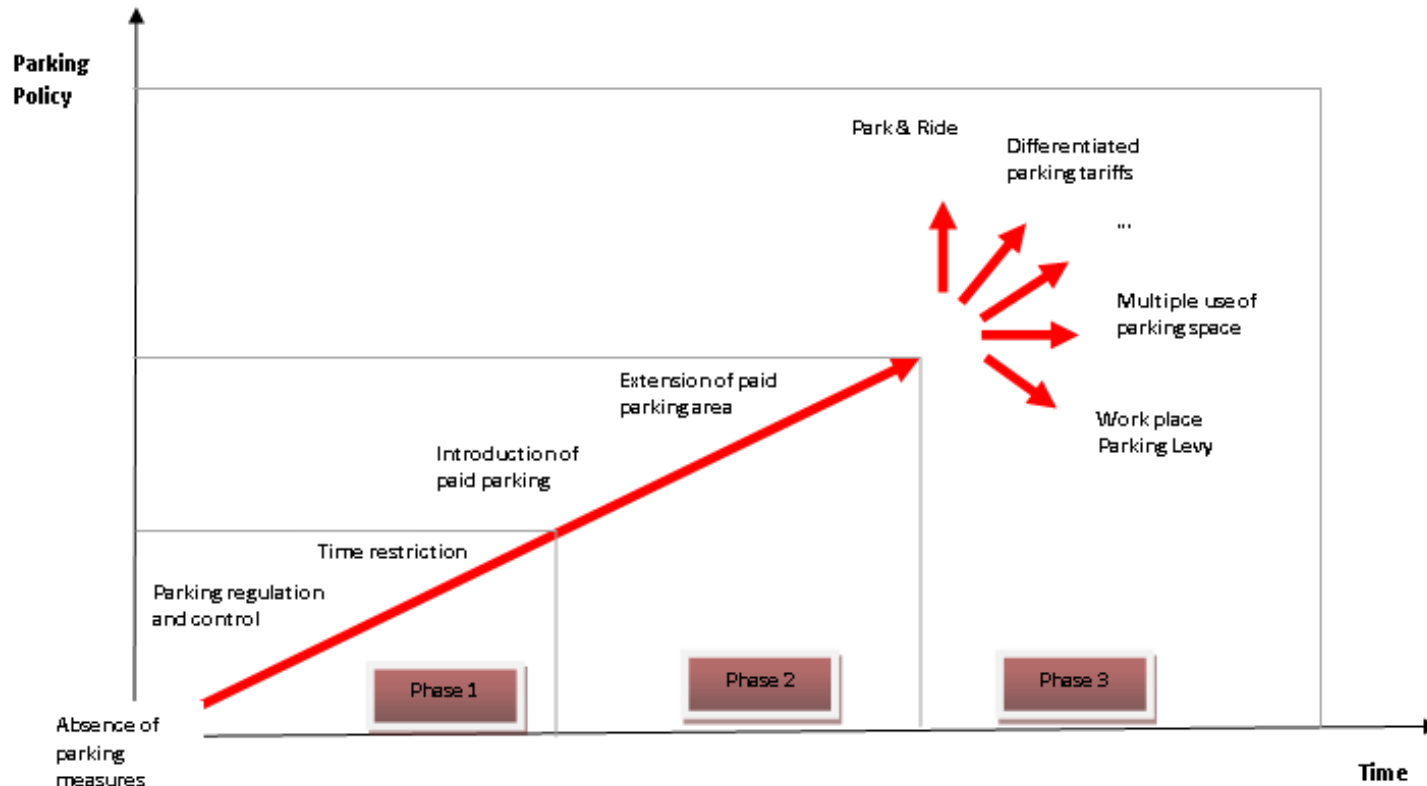
Parking management policy or a Masterplan Parking must be integrated not “stand alone”

SUMP or Urban Development Plan or
Climate protection plan



The development of parking policy

The development of parking policy (I)



“Despite their unique character, most cities follow the same pattern when it comes to parking policy” (Mingardo, van Wee and Rye, 2015)

The development of parking policy (II)

- There are three main phases that characterize the development of parking policies:
 - Phase I: the rising of parking regulation
 - Phase II: the advent of pricing parking
 - Phase III: parking policy as integral part of TDM strategies
- Each phase consists of one or more stages

Phase 1: the rising of parking regulations

Stage 1: Absence of explicit parking measures:

- At the very beginning any form of parking regulation is absent. In this first stage both car ownership and car traffic are extremely low, and there is abundant space in the urban area to host cars parked mainly on-street with no necessity to manage it.
- Many cities and towns were in this stage in the first half of the 20th century
- Nowadays this might be the case only in remote villages and smaller towns

Phase 1: the rising of parking regulations

Stage 2: Basic parking regulations:

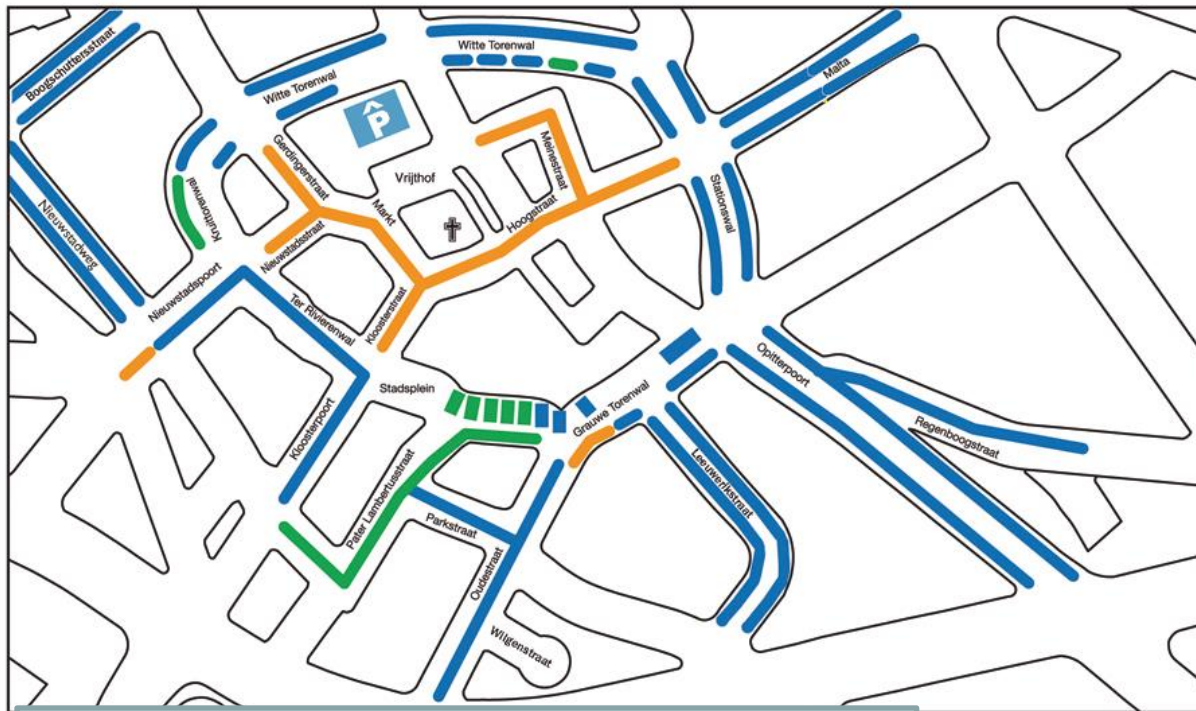
- As the level of car ownership and traffic increase, cities start to introduce the first form of parking regulations and control mainly in the city centre and/or in the Central Business District (CBD)
- The main aim of parking policy is to regulate demand in order to facilitate car use. In certain areas parking is prohibited and in other areas parking spaces are clearly marked
- Still, most of the parking capacity is on-street and free
- At present almost all cities and towns have some basic forms of parking regulation

Phase 1: the rising of parking regulations

Stage 3: Time restrictions:

- As pressure on the available parking spaces increases, time restrictions are introduced in the busiest streets or parts of the city
- Motorists are allowed to park their cars for a restricted period of time, but still are not asked to pay a price for it
- Parking enforcement is introduced in this stage
- This kind of policy stimulates short stay parking and is often introduced to maximize the number of visitors (usually shoppers) to the central area

Example: time restrictions in Bree, Belgium



GRATIS PARKEREN

BLAUWE ZONE

Max. 2 uren

Parkeren met SCHIJF van maandag tot en met zaterdag van 9.00 tot 18.00 uur, niet op zon- en feestdagen

Bewoners van de blauwe zone & oranje zone parkeren met **BEWONERSKAART** in de blauwe zone, onbeperkt in tijd

ORANJE ZONE

Max. 1 uur

Parkeren met SCHIJF van maandag tot en met zaterdag van 9.00 tot 18.00 uur, niet op zon- en feestdagen

GROENE ZONE

Onbeperkt parkeren voor IEDEREEN!!!

- Blue areas: max 2 hours parking
- Orange areas: max 1 hour parking
- Green areas: unlimited parking

Druk: januari 2011

Phase 2: the advent of pricing parking

Stage 1: introduction of pricing parking

- The pricing instrument is usually introduced when the demand for parking space clearly exceeds the supply causing congestion and illegal parking
- Usually, the areas where first time restriction was introduced are now the first to be regulated through pricing parking
- The introduction of paid parking is sometimes accompanied by the introduction of residents' and/or working parking permits
- The enforcement activities increases accordingly
- Parking requirements are in this stage regularly applied to new development project in the urban areas

The advent of pricing parking



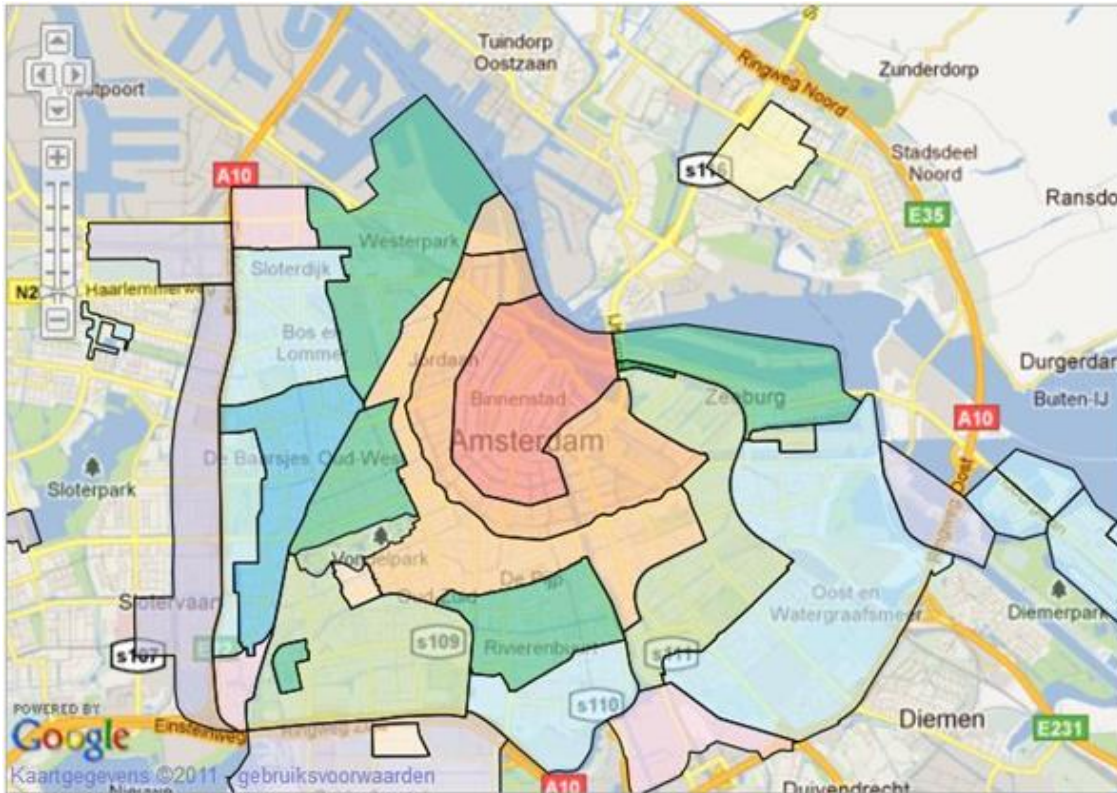
The first parking meters were introduced in Oklahoma City (USA) in 1935

Phase 2: the advent of pricing parking

Stage 2: Extension of the paid parking zone

- As time goes on, the area where pricing parking is active is usually extended
- Many drivers tend to park in surrounding (often residential) areas to avoid the payment of a parking fee in the city centre
- This increases the parking pressure on these areas (i.e. demand exceeds supply) causing protest especially among residents
- As a reaction to the complaints of the residents the local authority usually decides to extend the area of paid parking
- This reactive mechanism repeats itself every time the paid parking area attracts more visitors. This phenomenon is known as the “snowball effect” of paid parking

Example: Paid parking in Amsterdam (2013)



Pricing parking in the city of Amsterdam in 2013 (the different colours indicate different hourly fees)

Phase 3: parking as part of TravelDemandManagement (TDM)

- Phases one and two are characterized by a *reactive parking policy*. Policy makers simply introduce specific parking measures in reaction to the rise of a specific problem
- Phase three calls for a different approach: broader vision on parking emerges where parking is more integrated with the general aims of the city in terms of mobility, urban planning and environmental quality
- Besides a further extension of the priced areas on-street, some new measures are introduced such as:
 - Park and Ride
 - Differentiated parking tariffs
 - Multiple use of parking facilities
 - Workplace parking levy

Park and Ride (P&R)

- P&R are parking facilities located near public transport stations reserved for the passengers
- The main aim of a P&R is to intercept motorists outside the urban area
- Often P&R produce some unintended effects such as the abstraction from public transport, i.e. “not all P&R users drove cars to the city center prior to the provision of the facilities, partly because a proportion of users switched mode from public transport services” (Mingardo, 2013)

Example: Park and Ride in the Netherlands



Amsterdam



Rotterdam

Example: differentiated parking tariffs in Madrid

- Since July, 1st 2014 the fee motorists have to pay for on-street parking in Madrid depends on the engine type and construction year.
- Electric vehicles can park for free; hybrids have a 20% reduction while heavy polluting vehicles pay 20% extra



Multiple use of parking facilities

This concept is known also as 'shared parking'; parking spaces are shared by more than one user, allowing for more efficient use of parking facilities, i.e.:

- the parking lot of a theatre is used during the day by the employees of companies located nearby and in the evenings by the theatre visitors
- A downtown garage can be used during the day for the visitors of the city and during the night for the local residents

Example: multiple use of parking facilities in the Netherlands

- The noise barriers along the A12 motorway near the Dutch city of Ede are also used as parking garage



Example: multiple use of parking facilities in the Copenhagen

- Copenhagen introduced in 2011 a pilot project with flexible on-street parking: five parking spaces in front of a secondary school are dedicated for bike parking between 7:00am and 5:00pm and for car parking for the remaining period

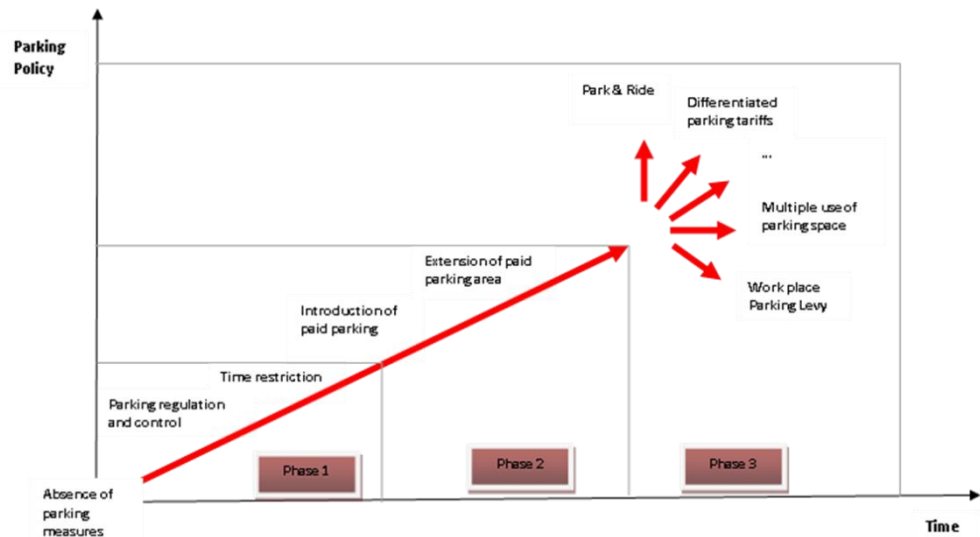


Example: Workplace parking levy in Nottingham (UK)

- A workplace parking levy (WPL) is a tax on private non-residential parking provided by employers, off-street, for their staff
- The City of Nottingham has introduced such a scheme in 2012
- Employers with more than 10 staff are required to pay the City Council 288GBP (around 350 Euros) per year for each space in use

Exercise: position your own city

- In which stage of development is your city?
- Are you expecting to move forward in the near future?
- What is your next stage?



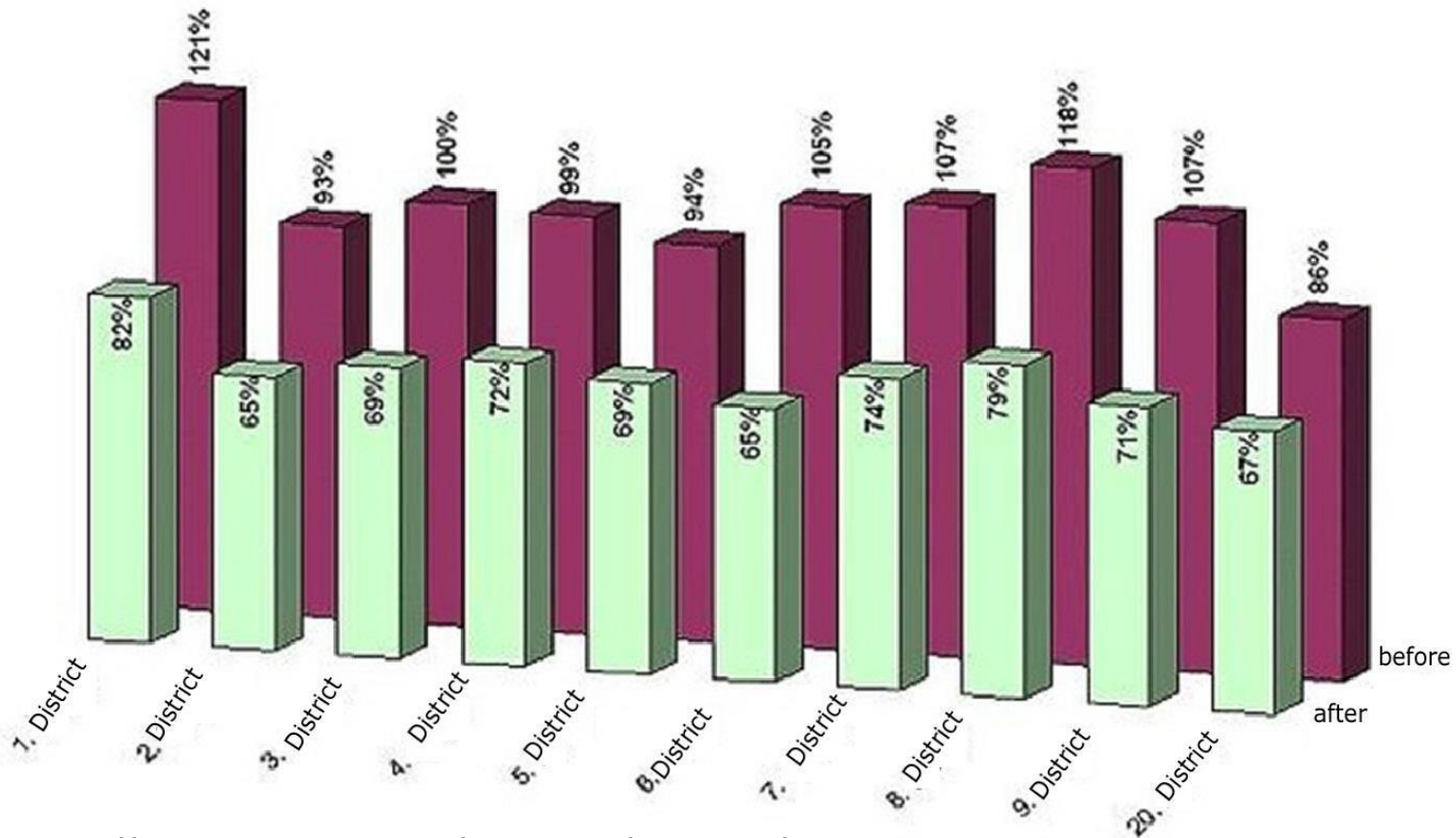
Residential parking

Residential parking

- The parking - situation for residents improves thanks to parking management
- Before introduction of parking management the average parking time is 6 to 8 hours (commuters); after introduction it is reduced to 1 to 2 hours
- In addition, a significant reduction in parking search traffic
- Most important: the number of illegal parking has declined significantly => more road safety!!

Best practice: Vienna

Reduction of the "utilization rate" of the parking sites before noon (9:00 – 11.00 am)



source: <http://www.wien.gv.at/verkehr/parken/entwicklung>

Best practice: London

The general findings of the study

- that parking standards should be linked to parking demand measures such as transit accessibility, density, type of housing, and street parking regulations;
- that a parking policy making should coordinate on-street and off-street parking policies

Source: From minimum to maximum: the impact of the London parking reform on residential parking supply from 2004 to 2010

Best practice: Edinburgh

- Parking for residents in the neighborhood of a University

Best practice: Freiburg i.Br.

- Parking for residents in the neighborhood of a Hospital



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

Download: Catalogue of parking management solutions