

Parking Policy and Management Experiences

An European Perspective

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Overview

- Why is parking subject to policies and management?
- Most common objections
- Parking management: part of comprehensive policy
- Principal elements and synergies
- Berlin: lessons learnt after reunification
- The Berlin concept: elements and experiences
- Summary and conclusion

1. Why Parking Policy and Management?



Berlin, Part of Inner City



Parking space demand in conflict with European city model

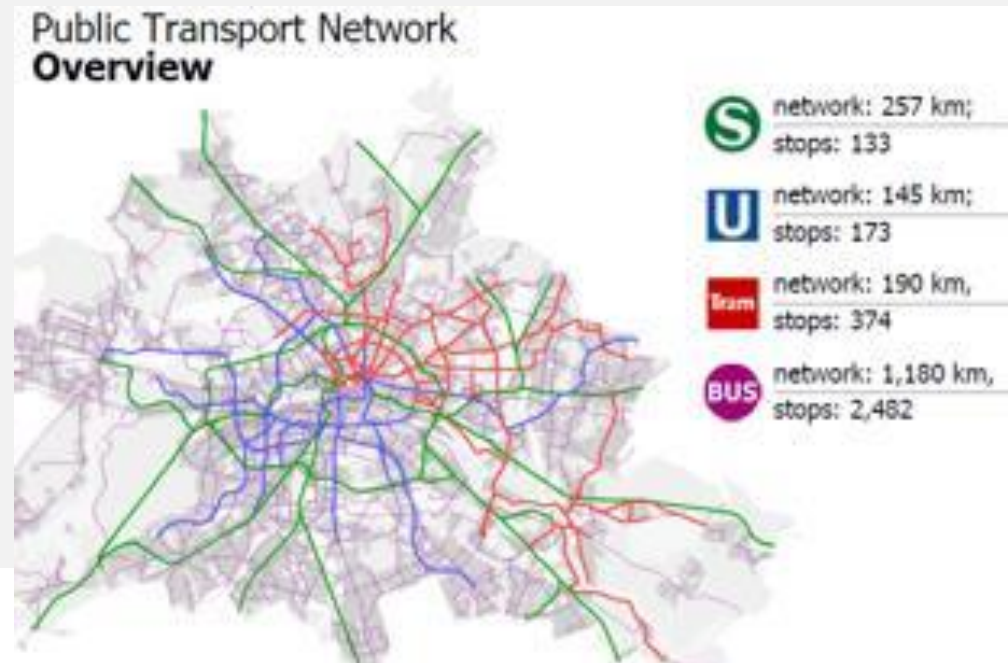
- Jamful public street space
- Excess cruising for curb parking
- Pollution of urban environment (noise, air)
- Road safety problems because of illegal parking
- Lack of liveable public urban space
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2. Most Common Objections

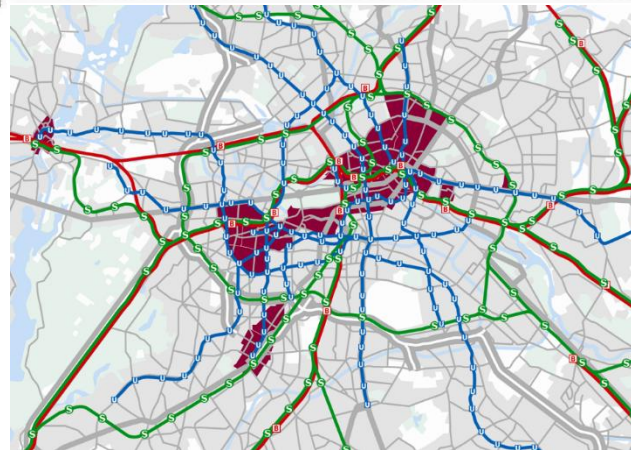
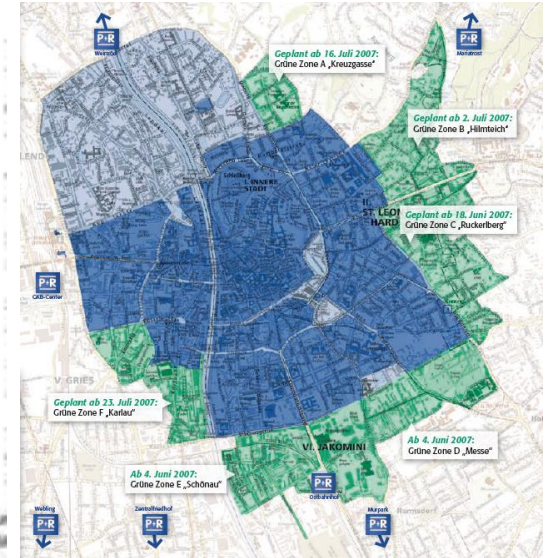
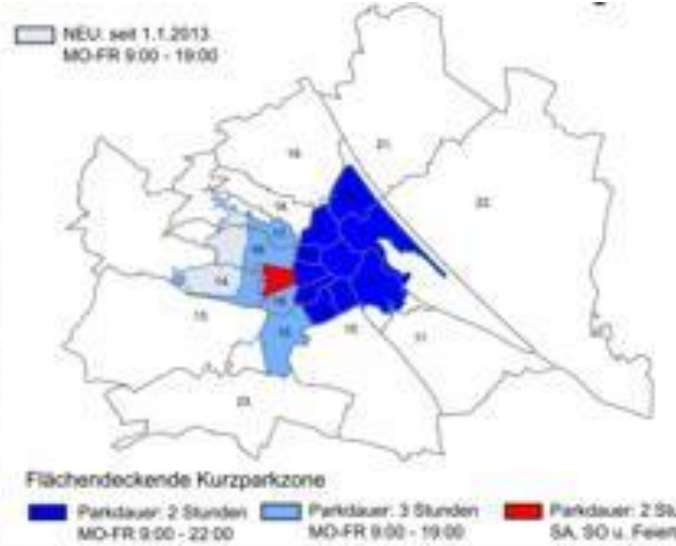
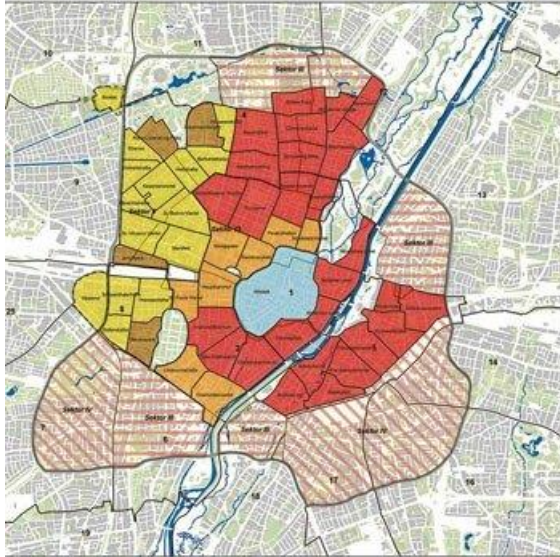
- „Extension of supply is needed“
But: **Supply will never meet demand, car-oriented city planning has failed!**
- „Inconvenient and/or inadequate alternatives force to use the car“
Yes, but: **Transport Policy is responsible to supply competitive modes of transport**
- „Commercial centers in central areas need access by car and parking space in order to be competitive“
Yes, but: **Most customers (70 -80%) of large inner city commercial centers use public transport or nonmotorised modes!**

Conclusion: Parking Policy Must be Part of Integrated Urban Policy

- Integrated transport policy needs „pull and push“- measures
- Parking policies and management is one of the strongest push-measures, a key element of modal shift
- It works out only, if attractive alternatives to car use are provided.



Most Liveable European Cities Apply Extensive Parking Management



Large payed parking areas in Munich, Vienna, London, Zurich, Graz

3. „Parking Management“: A Coherent Set of Policies

Three core elements:

- Regulation of on-street (public) parking: Control of demand by pricing and /or limitation of time (in relation to a given supply – planning!)
- Regulation of off-street (private and semi-private) parking: Control of supply in order to avoid evasion of parking from public to private land
- Accompanying measures, prominent: Park and Ride schemes (shift of parking facilities to town-edge or periphery), B+R (substitution of cars by bicycles)

4. Experiences in Berlin After Reunification

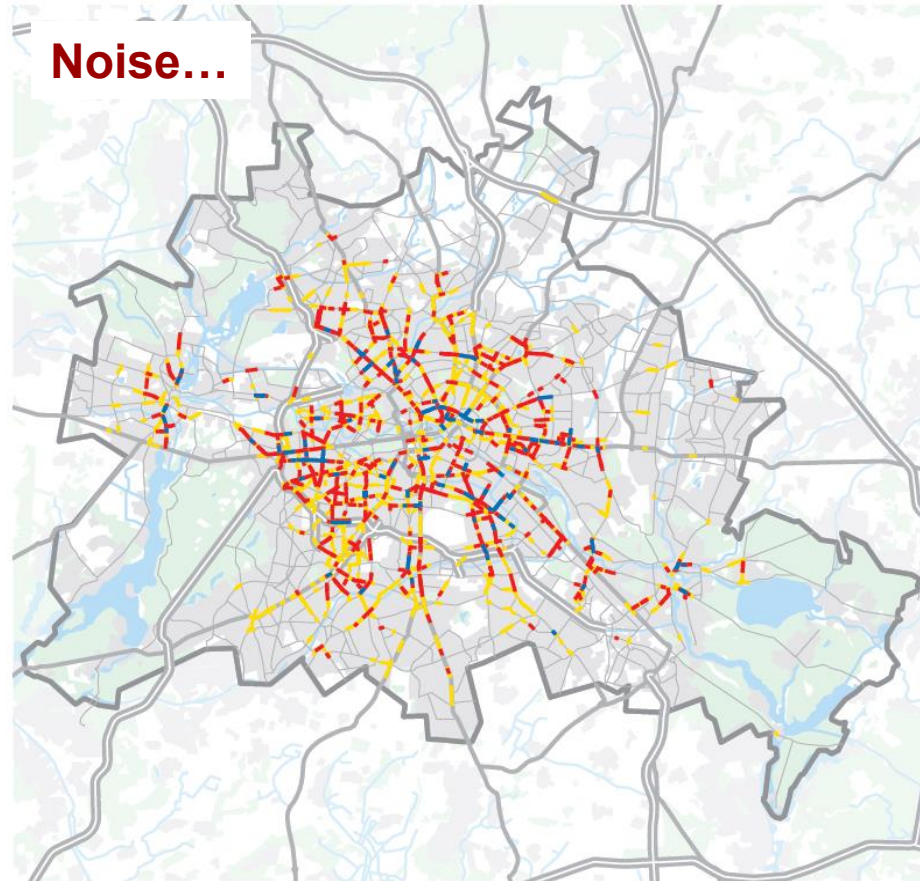
- After opening of the wall rapid urban growth at the city-edge, suburbanisation
- Rapid motorisation in former parts of East Germany
- Free on-street parking in city centres; construction of thousands of new parking spaces off street



- Car use for commuting incentivised,
- Decline in public transport use (despite of heavy investments in public transport infrastructure)
- Growing congestion, noise and air pollution

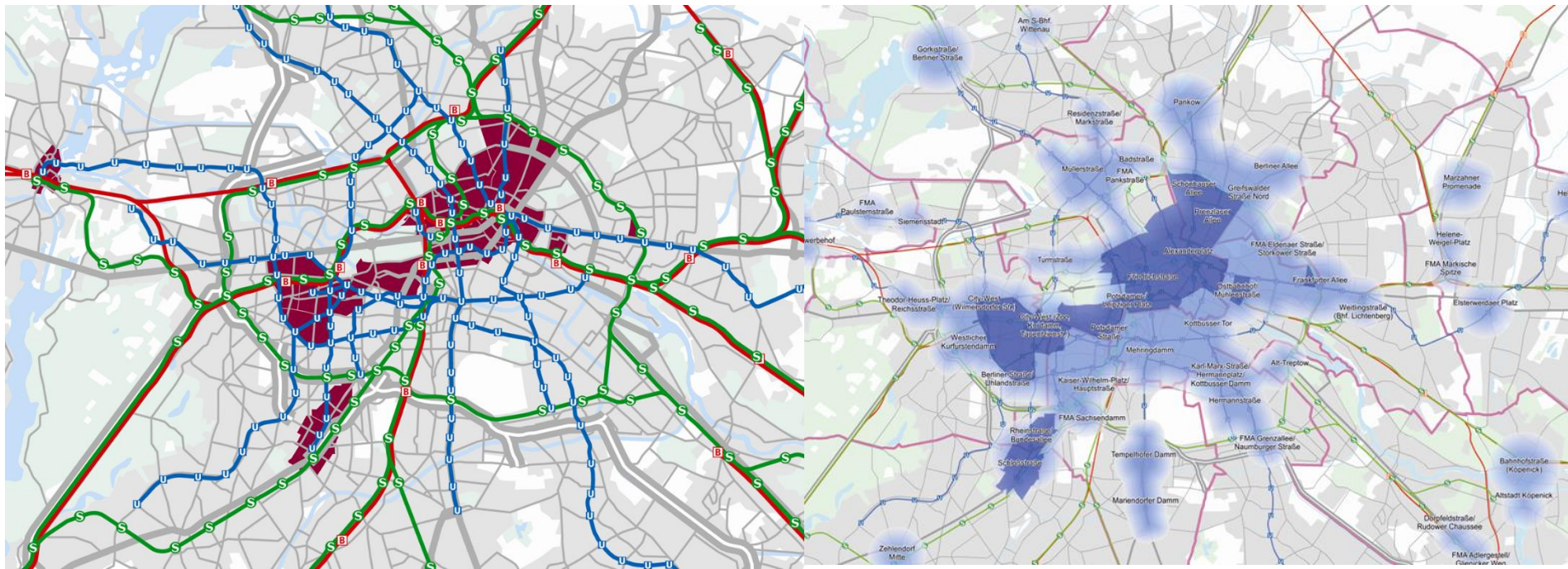
Environmental Problems of Car Use in Inner City

Lärmbelastungsschwerpunkte Straßenverkehr (2007)



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Introduction of Parking Management, Expansion and Refinement



95 000 spaces on-street, 2500 ha parking zones (existing) and planned extension

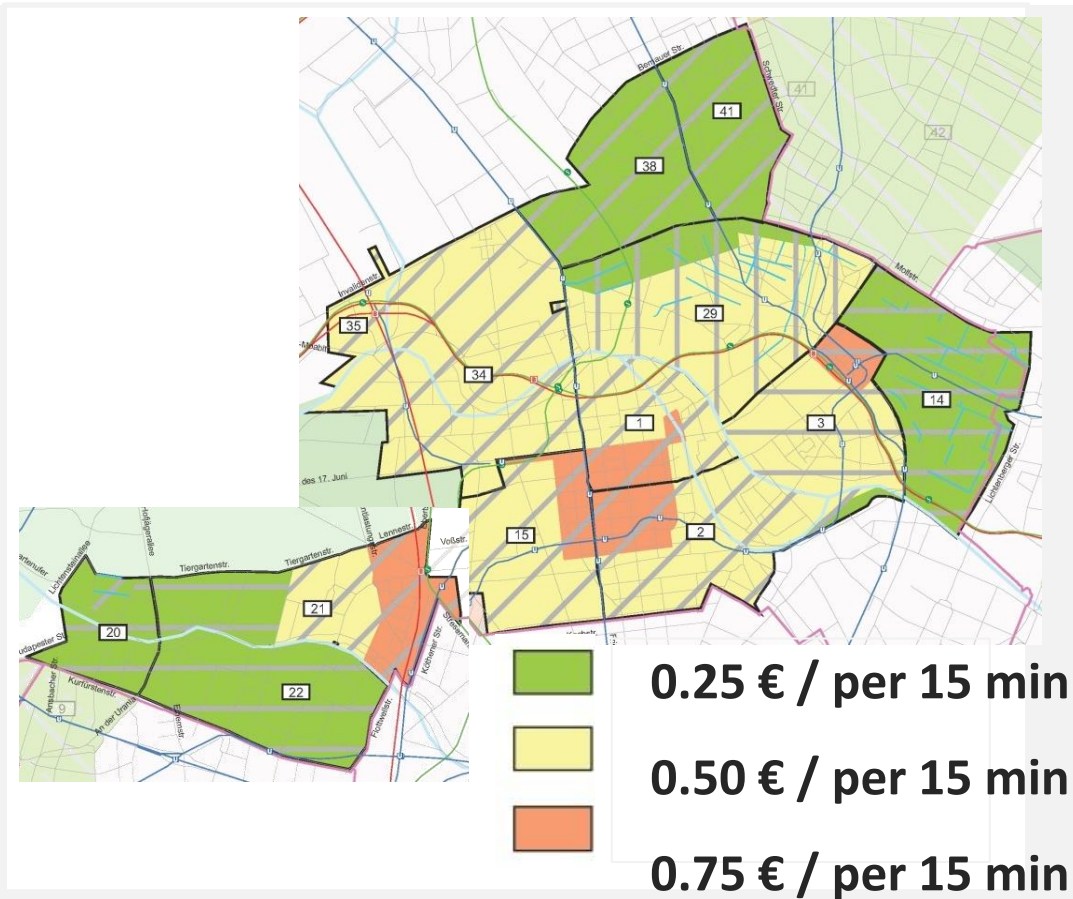
5. The Berlin Concept for Parking Management

- a) **On – street public parking.** Preconditions: demand exceeds supply (proof by survey!); residents and visitors compete for scarce parking space

Core elements of concept:

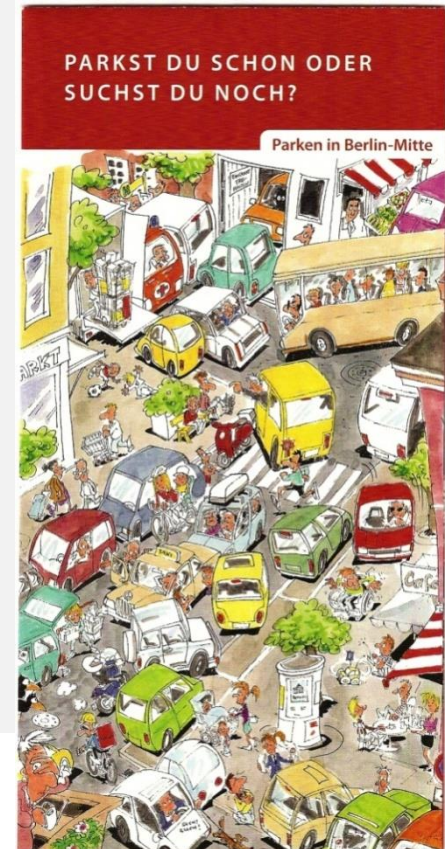
- (1) „mixed parking“ (in a city of mixed land uses): both residents, commuters and other visitors are admitted in every zone (only few exceptions: zones of exclusively residents parking),
- (2) Payed parking: residents pay a small flat rate, all others pay according to time; no time limit (neither increasing nor decreasing rates)
- (3) Price for visitors-parking reflects the land value/the intensity of demand (1/2/3 Euros/hour) (target: on-street parking fees higher than off-street parking in garages)

Zoning of Parking Fees in Berlin (Part of Central Area)



Core Elements (continued)

- (4) Continuous control and strict enforcement (varies with level of fee/parking pressure); rule: expenditures (infrastructure, personnel) must be covered by revenues
- (5) Extensive information and consultation of people in affected areas while preparing a new scheme and **before** introduction



Active information is vital for understanding and acceptance!

Some More Details of the Concept

- (6) Way of payment: at ticket vending machines (coins, credit cards), or by phone (after registration)
- (7) Exemptions from paying for craftsmen at work (free after registration + fee)
- (8) Exceptions from time required to pay: not on Sundays, during night time
- (9) Peak time restrictions for curbside space at arterial roads (mostly dedicated lanes for buses)

b. Off-street Parking (private and semi-private)

- **No minimum** car parking lot requirements except for handicapped (but for bicycle parking lots) (regulated by Berlin state building ordinance)
- Maximum standards under preparation (disputed!): e.g. 1 parking space for every 100 m² office space or 75 m² retail space or 16 restaurant seats
- Additional large parking garages need permission (by approval of a „building plan“), restrictive policy
- Parking information and guidance system online available

c) Accompanying measures Park and Ride, Bike and Ride

- Customary measure to provide parking space in the peripheries of central areas close to stations of public transport (with frequent service)



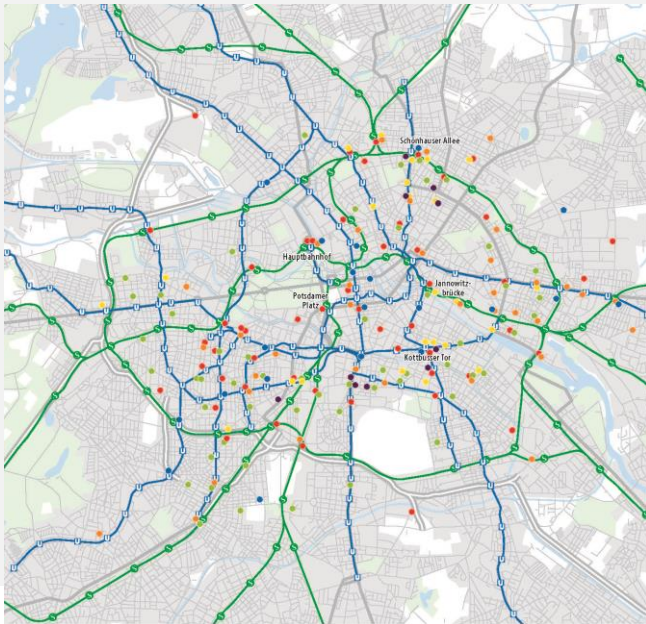
Park and Ride stations



Bike and Ride stations

Accompanying measures (continued)

- Park and Ride infrastructure: a close look at cost/benefit relation recommended! (In Berlin P+R infrastructure expensive, reduction of city-bound car traffic small; consequence priority of B+R infrastructure)
- Enabling of Car-Sharing and Bike Sharing options in inner city



Car Sharing stations



Bike sharing stations (close to p.t. stations)

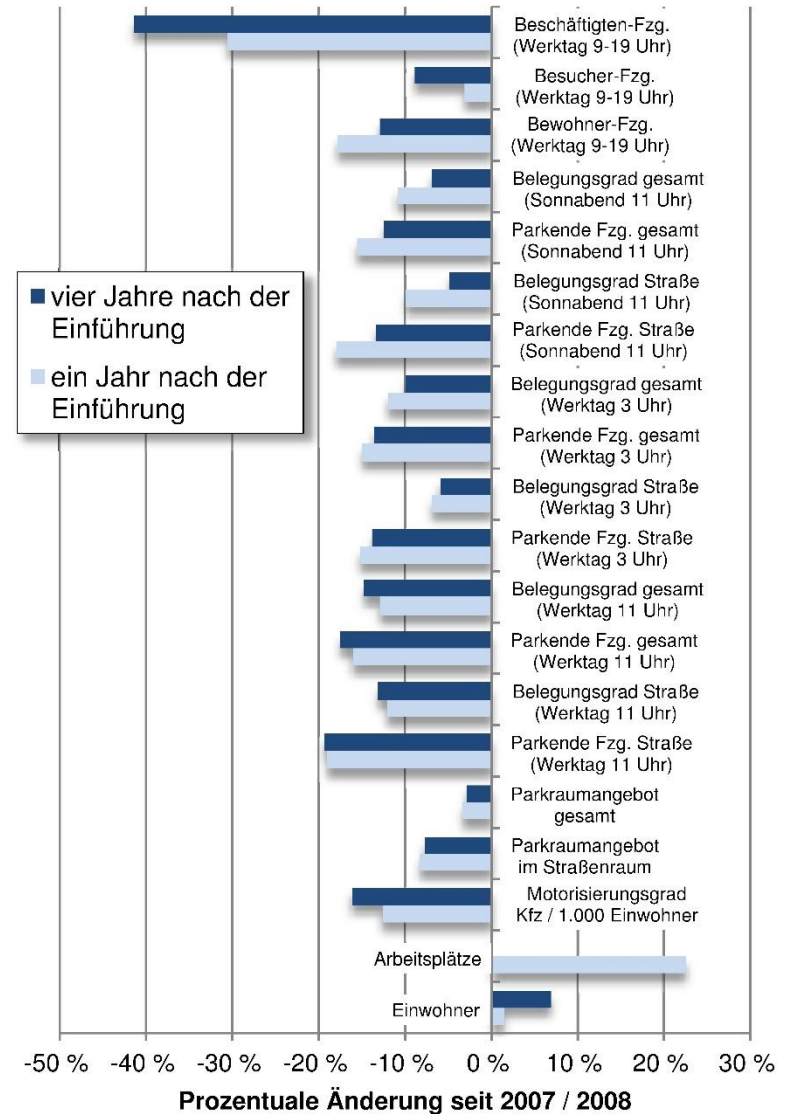
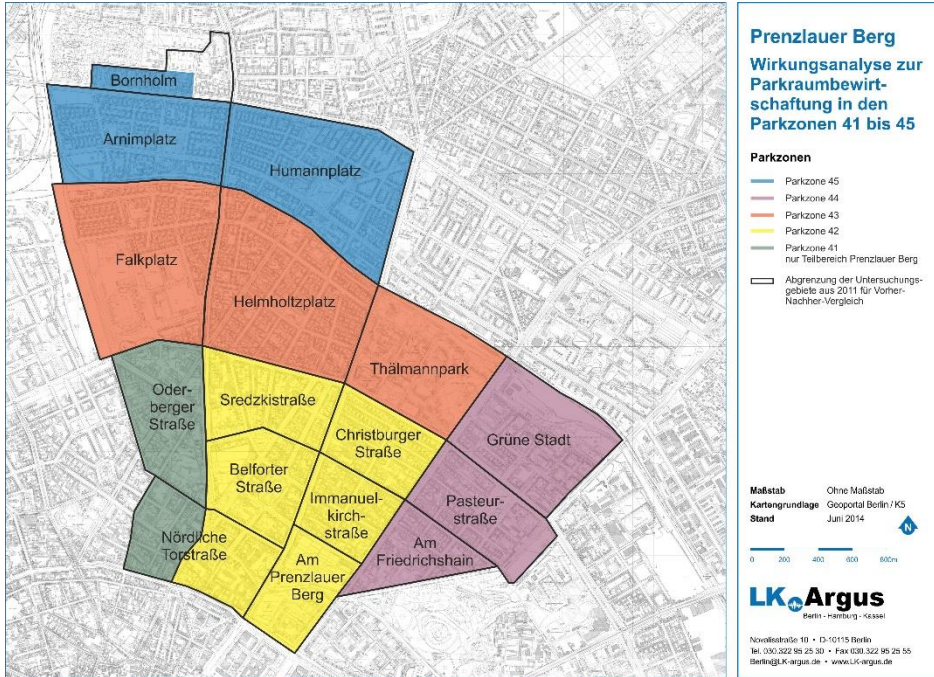
6. Outcomes of the Parking Management Scheme

- Several empirical studies before and after implementation
- Typical and very similar results (various impact studies in Berlin):



- reduction of utilization from $> 100\%$ to 90% and lower ; 60% of cars stay up to a maximum of 2 hours
- better chances to find free spaces for residents and customers, less cruising
- reduced traffic and less pollution
- higher quality of open public open spaces because of less trespassing
- high acceptance of residents, customers and business

Example Berlin (Prenzlauer Berg District)



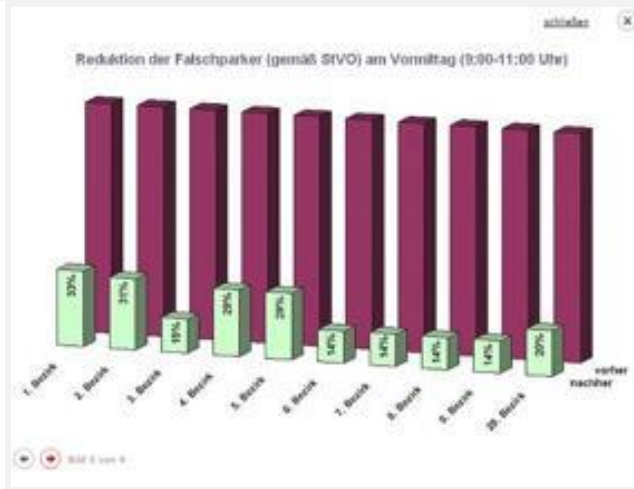
Growth of jobs and residents – shrinkage of parking demand (commuters, visitors, residents) and traffic by 10% and more

Example Vienna (Central districts)

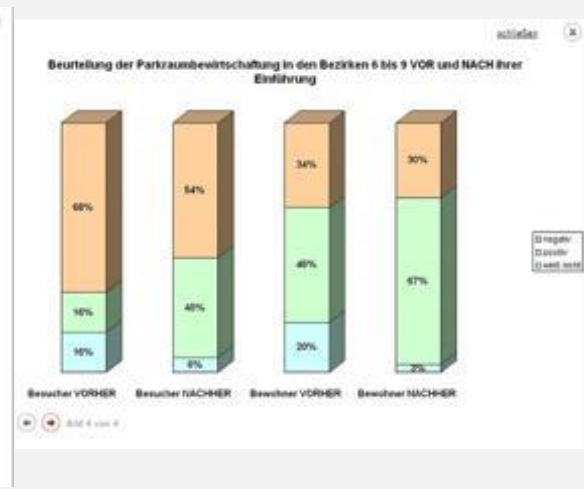
experiences during 10 years of expansion of parking management: results of impact survey before and after introduction:



Intensity of use (morning)
- 30%



Intensity of illegal parking
- 80%



Change of acceptance
majority acceptance

7. Summary and Conclusion

Valid experiences from Berlin and other European Cities

- Parking management is a very important measure to promote modal shift and to improve the quality of life in central cities.
- PM works properly (only) as a part of integrated urban transport policies. Alternatives to car use must be provided.
- On-street and off-street parking are the „two sides of the same coin“ and must be treated together.
- The intensity of regulation/restriction should be proportional to the problem which needs to be solved.
- Understanding and acceptance by the public requires intensive information and consultation by the public agencies.
- control and enforcement are essential for success.

Thank you for listening!



The „Seven Swabians“ fighting against payed parking

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