



PARK4SUMP



7th October 2021

Parking management workshop Zadar

Response to your brainstorm of problems



THE CIVITAS INITIATIVE IS CO-FINANCED BY
THE EUROPEAN UNION

National legislation and regulations

- You said – national legislation and regulations don't exist or don't support parking management
 - ✓ National legislation and regulations **can** change
 - ✓ Examples from last 20 years – France, Poland, UK, Scotland, Norway, Lithuania
 - ✓ If there are problems:
 - ✓ Identify them, prioritise them
 - ✓ Use EU projects and European Parking Association to identify how same problems addressed elsewhere
 - ✓ Draw up proposals for change
 - ✓ Lobby national government
 - ✓ Don't expect changes quickly
 - ✓ But changes will come

Parking standards for new development

- You said – standards don't reflect size of new vehicles, levels of motorisation, seasonality of demand
 - ✓ (Link to national legislation but) – allow municipalities to set flexible parking standards, related to context
 - ✓ More generous in areas with high demand and vice versa
 - ✓ Able to set maximums as well as minimums
 - ✓ Zero parking permitted in some locations/types of development
 - ✓ Developers able to “trade” parking provision for spending on other modes e.g. car clubs or contribution to bike infrastructure
 - ✓ Don't expect changes quickly, but countries that have changed in last decade include Poland, some German states, some Swedish cities, England

Seasonality of demand in tourist locations

- You said – almost impossible to deal with parking demand in small tourist cities, even with park and ride – no space available
 - ✓ Lack of knowledge in this area
 - ✓ To boost knowledge, we have a session on this tomorrow but some thoughts based on observation:
 - ✓ Parking pricing at tourist peak times only, and/or higher prices at those times
 - ✓ Do not entirely exempt residents from charges/zones/parking controls (Dubrovnik?)
 - ✓ Access control at peak times (Rovinj)
 - ✓ Is Park and Ride or park and walk really impossible – can EU funds support land purchase to build parking outside centre – examples Rupit ES, Cadaques ES, Cesalu IT.
 - ✓ Multiple use of existing off-street parking e.g. shopping centres and major employers
 - ✓ Don't expect changes quickly

Pressure on parking in centres due to increased motorisation

- You said – increase motorisation and centralization of jobs and facilities puts pressure on parking
 - ✓ Analysis of parking demand and supply required
 - ✓ Who (commuter, resident, shopper) is parking, when and where?
 - ✓ Which parking spaces are occupied, for how long, with what turnover; and which are empty?
 - ✓ Increase knowledge of under-used parking and promote park and walk (especially if PT very poor)
 - ✓ Price the parking with the highest demand, increase turnover, increase size of priced area
 - ✓ If you build new off-street, remove corresponding on-street (Zurich)
 - ✓ Monitor impacts and publicise your successes

Other points..

- **Low trust in parking management** – run a fair, simple, user-friendly service, be more transparent and communicate reasons for parking management. Monitor impacts, publicise successes. National brand for parking management companies.
- **Zagreb pedestrian area expansion** – ask Ljubljana how they did it! Will probably require expansion of on-street controls further from city centre, but also changes in parking permit pricing – more expensive for second, third vehicles per household.
- **High density 1950s-1980s housing areas.** *Does anyone have a solution?* Residents' parking zone, higher permit prices for second, third vehicles per household but cheap/free off-street available within 10-15 minute walk?
- **Capacity building** – see <https://sutp.org/publications/on-street-parking-managment/> and <https://sutp.org/publications/parking-management/> and P4SUMP