

7th October 2021

Parking management workshop Zadar

#### Response to your brainstorm of problems



### 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:

- $\checkmark$  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
    - $\checkmark$  More generous in areas with high demand and vice versa
    - $\checkmark$  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

#### $\checkmark$ 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

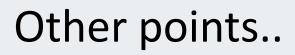


# Pressure on parking in centres due to increased motorisation



- 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







- 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 <u>https://sutp.org/publications/on-street-parking-managment/</u> and <u>https://sutp.org/publications/parking-management/</u> and P4SUMP

