



Parking Management Training

# Key Issues for Parking Management in SUMP's in Smaller Cities

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Co-funded by the Intelligent Energy Europe  
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# Intro and structure of presentation

- Why parking management? Links to SUMP objectives
- Parking and public space
- Steps in typical parking policies with some examples
- Core funding mechanism as a potential source for other measures
- Total parking amounts – reduce, increase, keep same?
- Parking's role in city centre economy

# Parking policy link to SUMP objectives



Parking policy helps to:

1. Manage urban mobility, congestion, pollution
2. Target scarce urban space at key uses/users
3. Improve quality of life (keep people happy!)
4. Improve accessibility – micro and macro
5. Support local economy
6. Increase road safety
7. Raise funds for SUMP measures



# Managing urban mobility: modal split



Parking Spaces per CBD Employee	Park and Ride Spaces per CBD Employee	AM Peak Hour CBD Transit Share
0.79	—	14.6%
0.51	0.029	32.0%
0.46	0.084	38.8%
0.38	0.270	48.7%
0.36	—	39.7%
0.29	0.034	46.0%
0.29	0.122	64.1%
0.28	0.008	48.8%





# Managing urban mobility: congestion, local pollution



- 3 year after controls introduced in Belgrade:
- Duration of searching for a parking space

	Did not search for a parking space	Up to 5 minutes searching	Up to 10 minutes searching	More than 10 minutes searching
Before parking management system	40,41 %	16,54 %	13,27 %	29,78 %
With parking management system	61,52 %	17,58 %	8,26 %	12,64 %



# Improve accessibility for car drivers





# Improve road safety

**P** **PUSH & PULL**



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# Improve micro accessibility

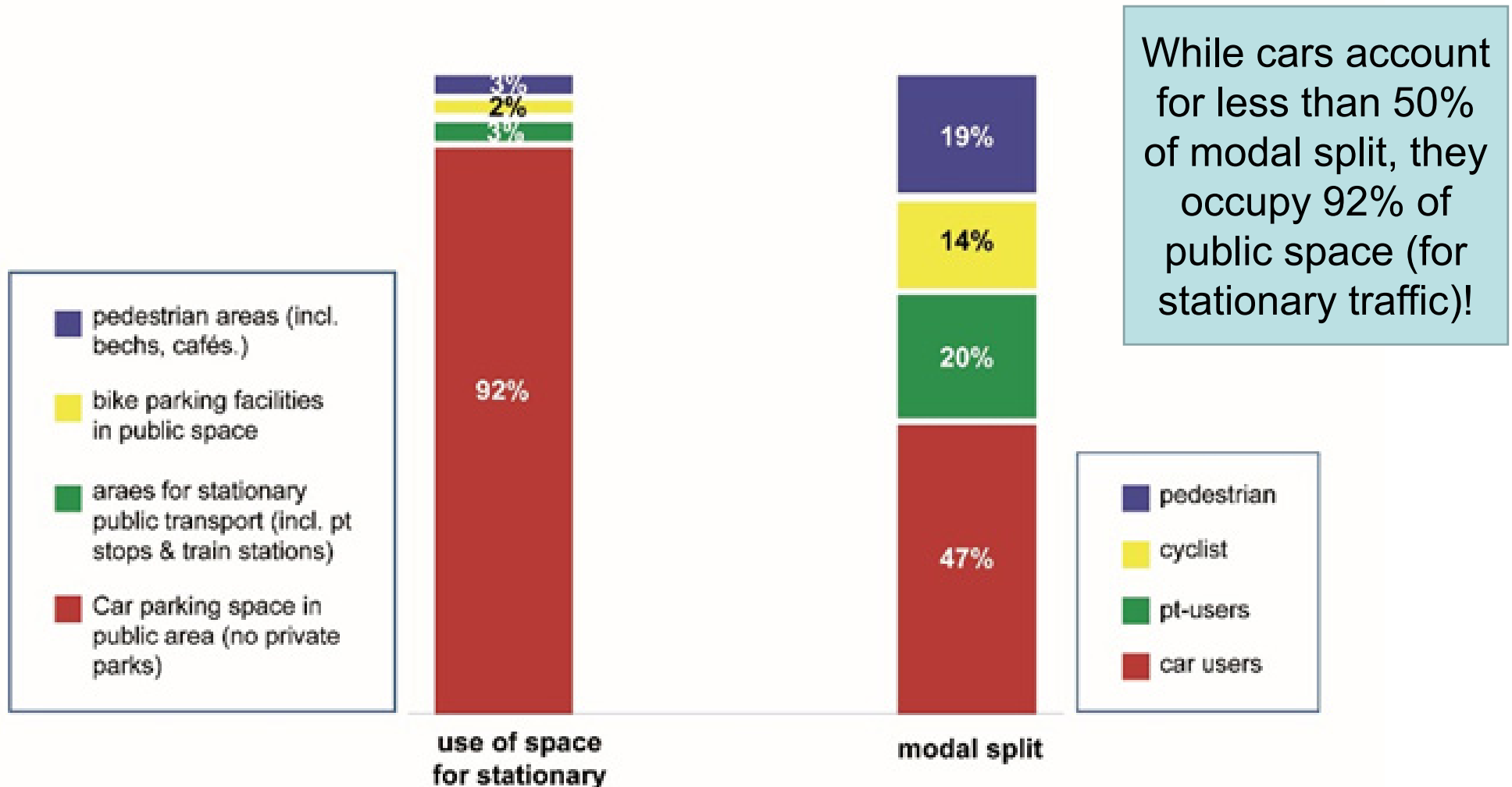
**P** PUSH & PULL



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## Use of space for stationary traffic and modal split in Graz, Austria



# Public space and parking in Gent

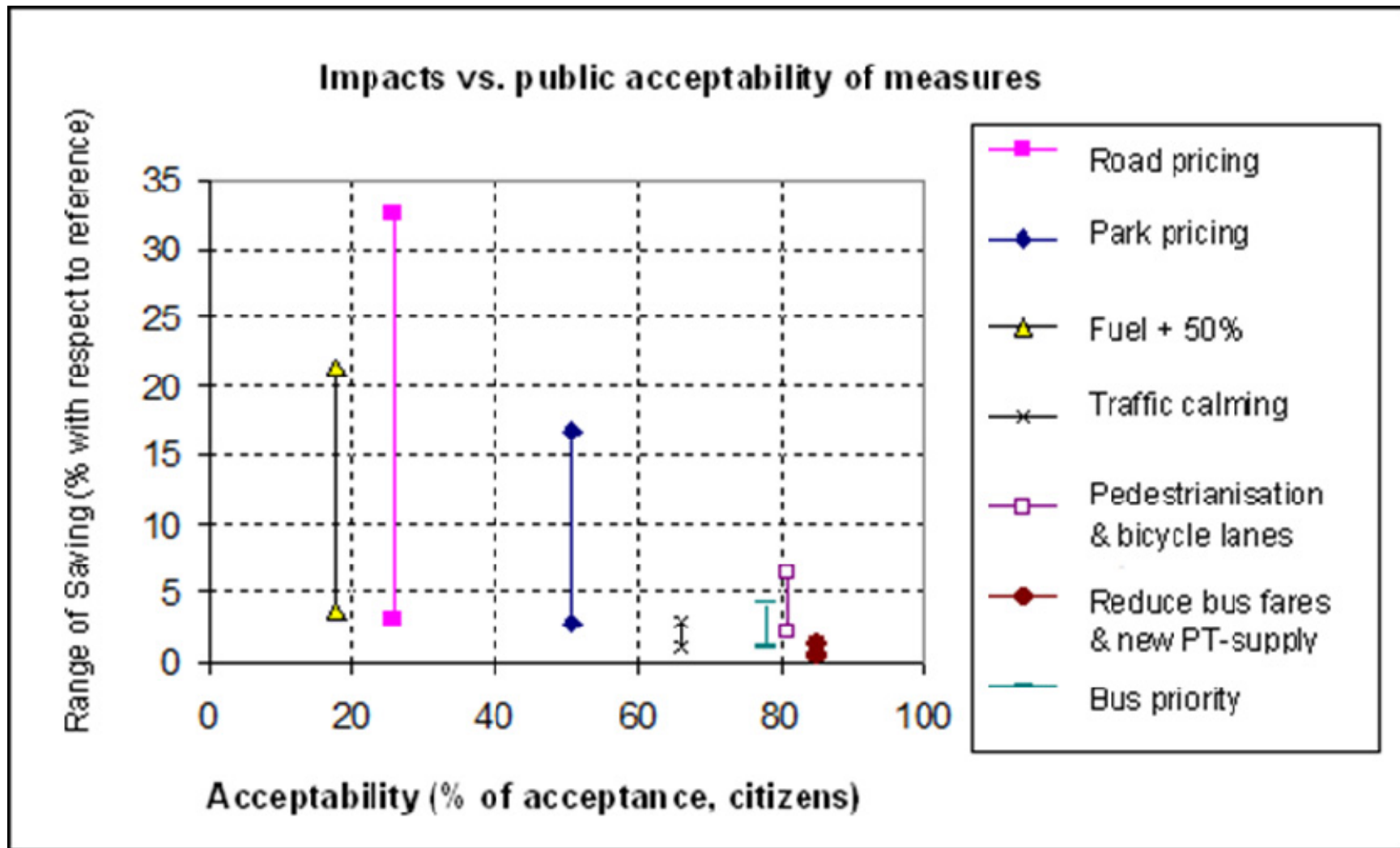


the 80ies



today

# Parking policy – usually well accepted

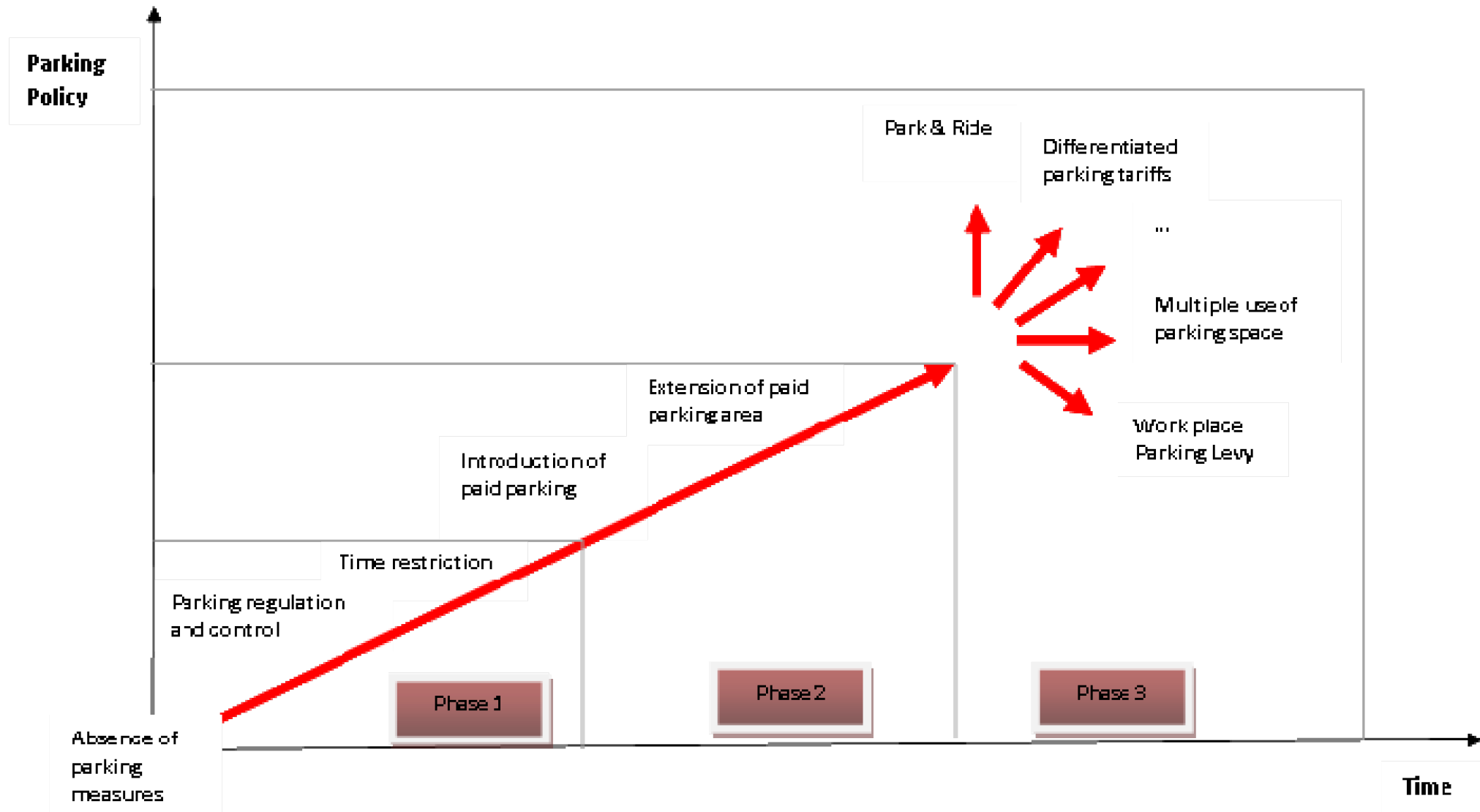


Pricing parking offers the best value for money: it has high potential to reduce car use and it is well accepted by the general public

Source: EU-project: PORTAL 2003



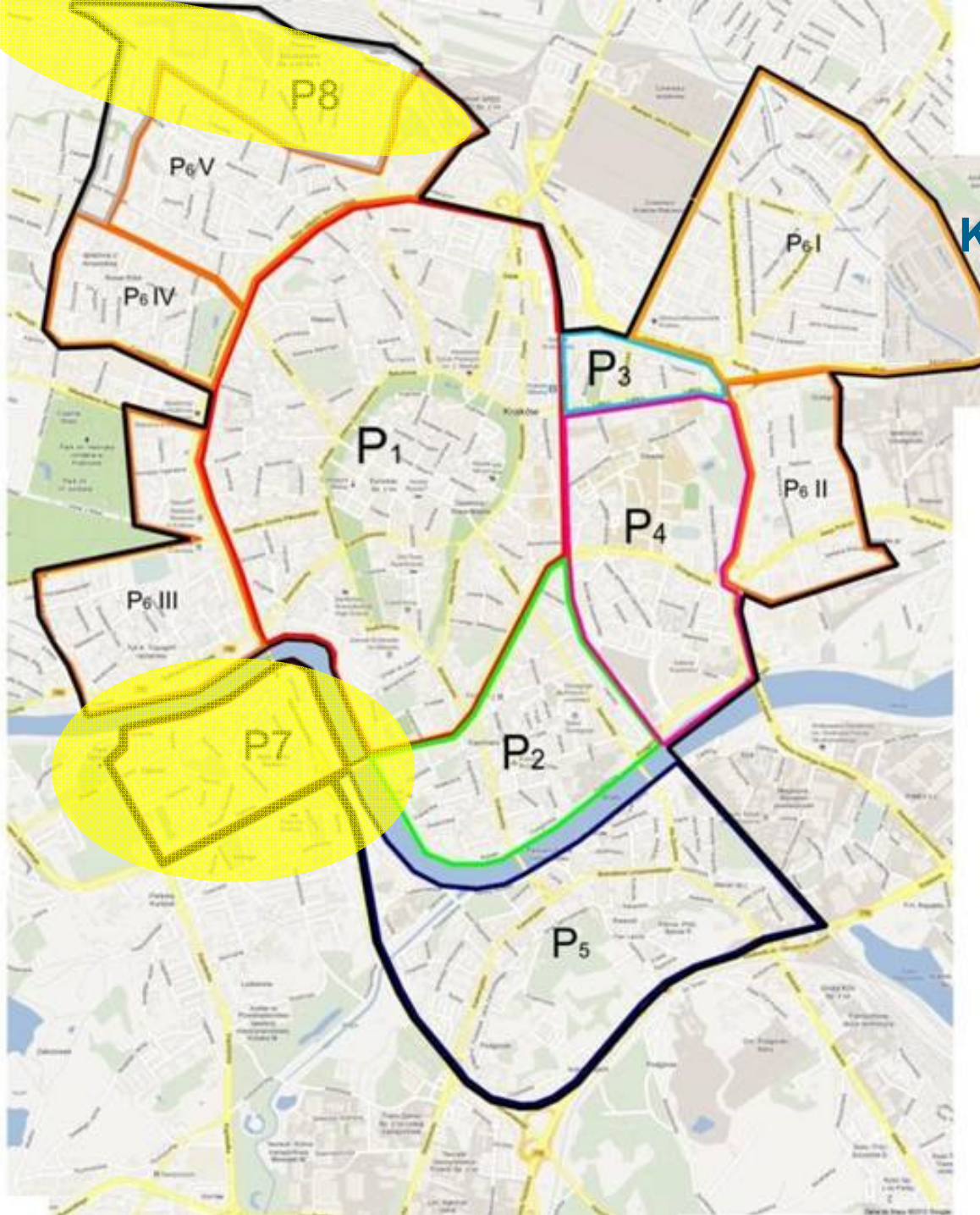
# Development of parking policy in SUMP



Mingardo, van Wee and Rye (2015)

## Krakov Parking space management

New „P” zone areas P-7 and P-8  
(from June 2015)





# Example: differentiated parking tariffs in Madrid



Since July 2014 fee for on-street parking in Madrid depends on engine type and construction year of vehicle

Electric vehicles free; hybrids 20% discount; highly polluting vehicles pay 20% extra

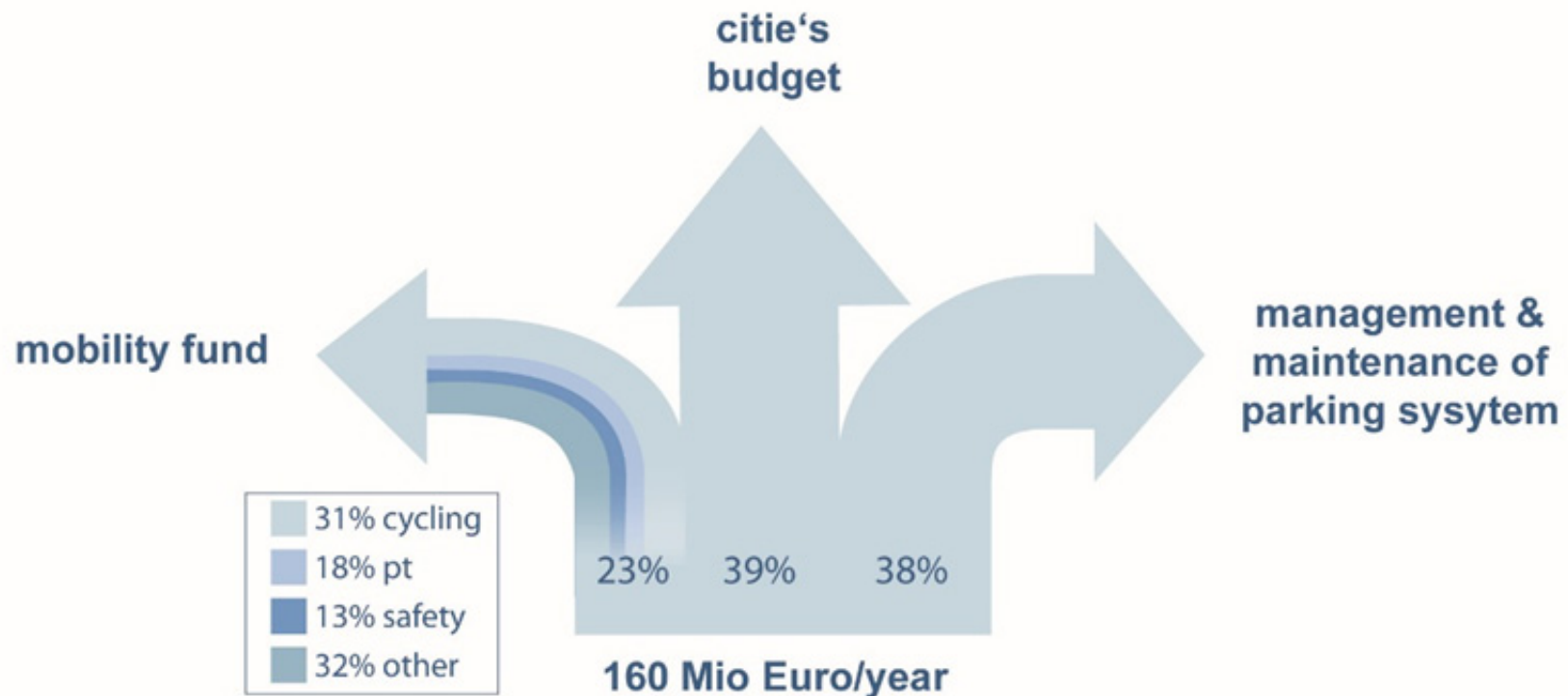
Source images: [www.espaciocoche.com](http://www.espaciocoche.com) (2015)





Use parking money as regular finance for sustainable mobility

## Use of parking fees in Amsterdam



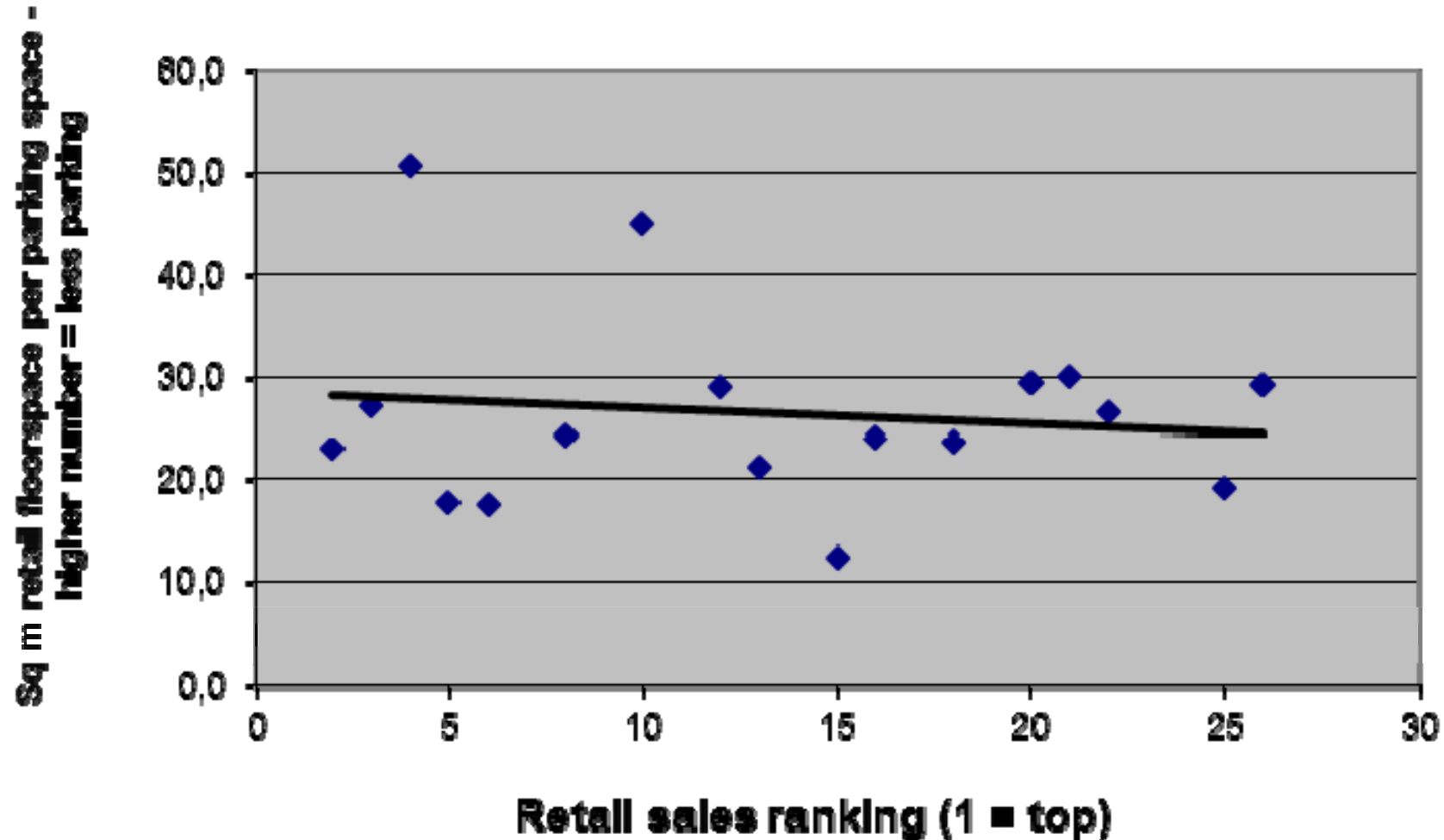
Many things influence success of city centre economies:

1. Demographics – age and type of population
2. Range of things to do
3. Quality of environment
4. Competitor centres
5. Accessibility, including (but not just) parking
6. More virtual (online) trips – shopping, socialising
7. Changes in all of above and how well local businesses respond

More on this in workshop later

# Parking capacity vs. shop sales (UK, 2005)

**Retail floorspace per off-street parking space related to retail sales, GB city centres**



The amount of parking per m2 is unrelated to retail sales in these cases of big city centres



# Amounts of parking: increase, decrease or keep same?



- Building **more parking** – undermines **SUMP objectives** increases car use
- Spanish, Italian cities: build **underground car parking** to **create good public space** on surface with no parking
- Northern Europe: **manage demand via price**, rationing – so **high value parkers can easily find space**
- New parking built with new shopping centres
- BUT **new off-street – expensive** to build, so high charges – people still park on-street if available (Krakow)
- Free parking won't bring in shoppers if shops and environment poor
- Example overleaf



# Example: Rugby, England



- Medium sized and rather dull town
- Shopping centre in town threatened by competition
- But growing population – so growing congestion at well-known town centre car parks
- Response: NOT to build more parking
- Instead – shopkeepers given vouchers to give to customers for 2 hours' free parking at under-used car parks
- Impacts:
  - Shopkeepers in control – reward loyal customers
  - Under-used car parks better used – and more well-known
  - Public image of "not enough parking" addressed
  - Customers like getting some free parking



## More information on all this parking stuff

<http://transportlearning.net/index.php?id=17>

<http://push-pull-parking.eu/> especially brochure (in downloads, also in Slovenian) on 16 good reasons for parking management

Brochure „In-town parking: What works?“ [available here](#)

Brochure „Town centre futures“ [available here](#)



**Thank you**

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