

Europe's Parking U-Turn



Michael Kodransky
February 4, 2011

New Partners for Smart Growth
Charlotte, NC

Breda, The Netherlands



BEFORE



AFTER

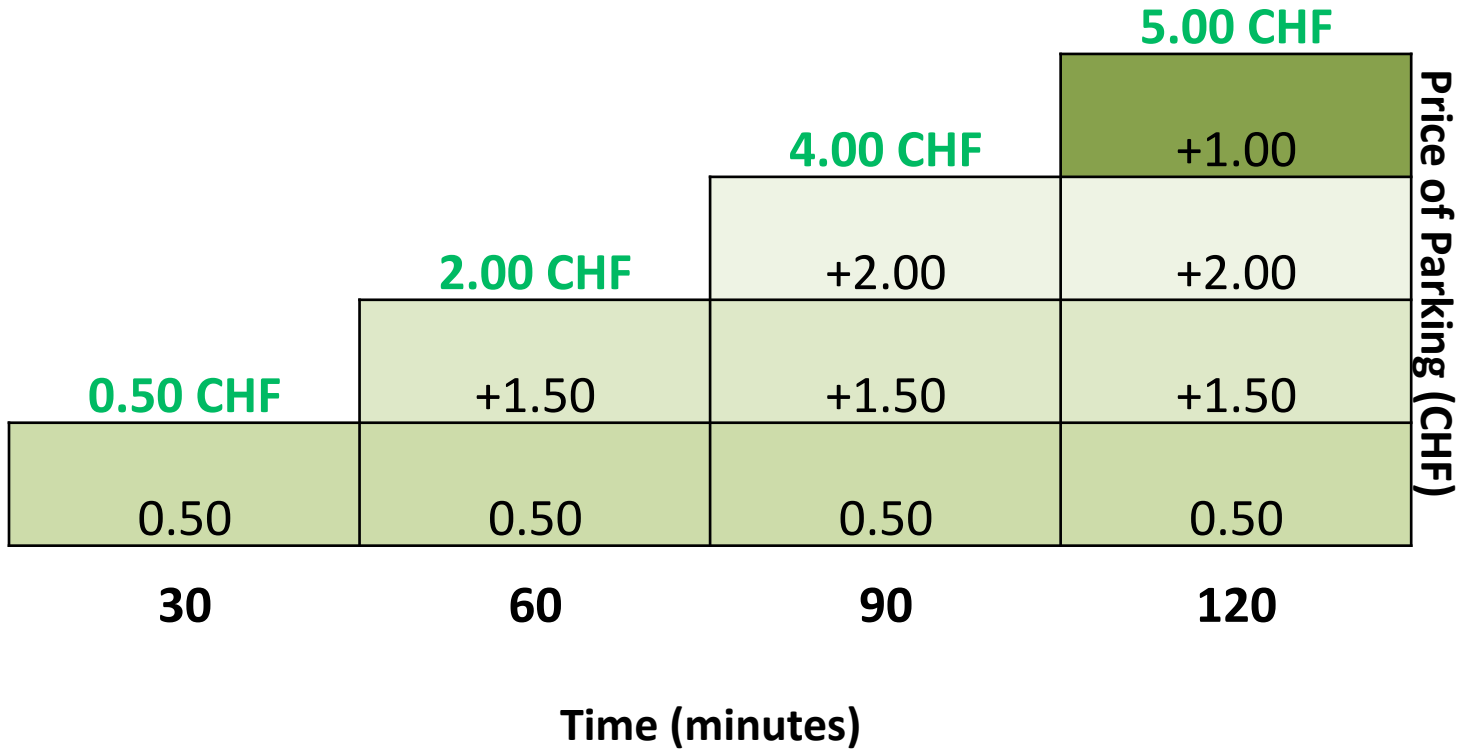
On-Street Cost of Parking Comparison

First Hour Fees

City	Euros	Dollars
Amsterdam	5	6.80
London	4	5.44
Stockholm	3.87	5.26
Paris	3.6	4.90
Copenhagen	3	4.08
Barcelona	2.85	3.88
Antwerp	2.5	3.40
Munich	2.5	3.40
Budapest	2	2.72
Hamburg	2	2.72

*Currencies converted as of February 1, 2011

Zurich Progressive Parking Charges



Mobile Phone Parking Payments

London (Westminster):

Verrus gets 10% of revenue

- Lost £ 200,000 a week from theft before going cashless

Stockholm:

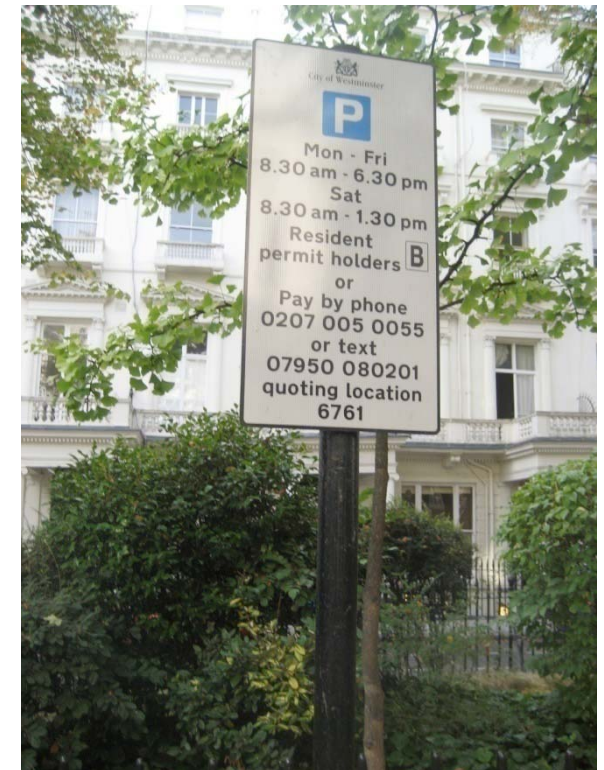
EasyPark gets 3% of revenue

- Customer pays subscription fee to EasyPark of € 3 per month and a per parking transaction fee of € 50 euro cents

Amsterdam:

Parkmobile/Parkline/SMS Parking get 4-5% of the revenue

- All payments in 2010 will require license plate input.



London Borough of Camden CO2 Based Residential Parking Permit Costs

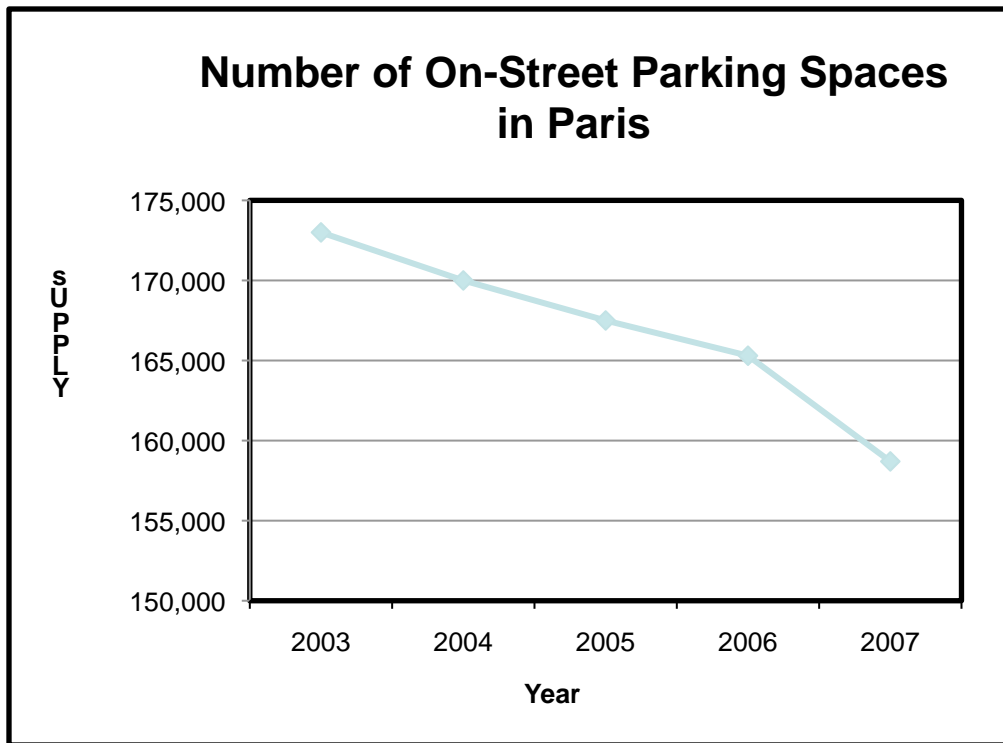
	Vehicle Cylinder Capacity (cc)	CO2 Emissions (g/km)	3 month	6 month	12 months
Motor Vehicle	0-1299	up to 150	£30.50	£48.00	£82.00
	1300-1849	151-185	£35.50	£56.50	£97.50
	1850-2449	186-224	£41.00	£67.50	£118.00
	2450+	225+	£53.00	£89.00	£159.00
Motorcycle	n/a	n/a	n/a	£25.00	£47.00
Electric Vehicle	n/a	n/a	£6.50	£12.00	£22.50

Paris On-Street Space Reclamations

- 4,000 removed to accommodate 1,451 new Velib stations that hold about 20,000 public rental bikes.
- 70+ miles of new bicycle lanes installed.
- Space was also reallocated for motorcycle parking, bicycle parking, disabled parking and tramway corridor access.



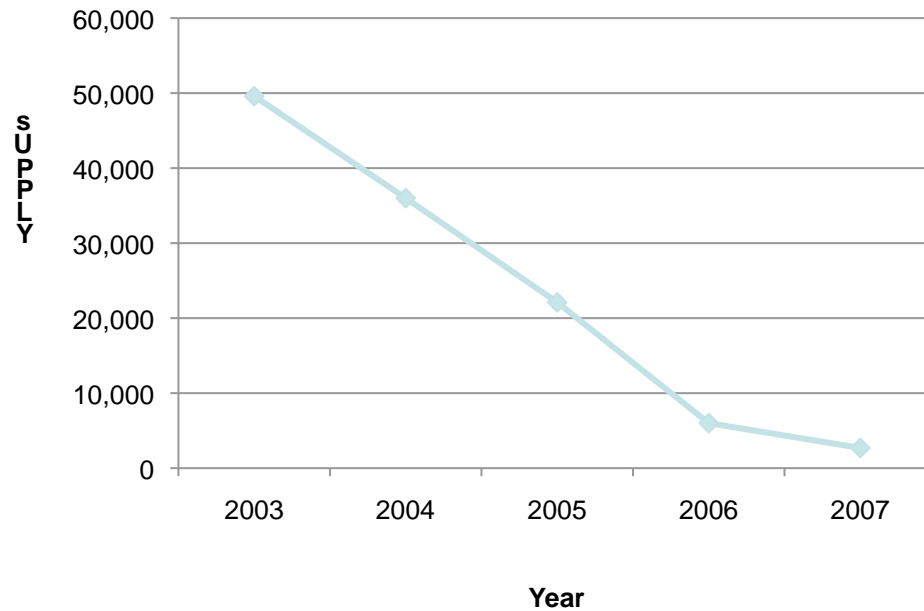
Paris On-Street Parking Supply Trend



Data Source: Paris Transport and Travel Report (2007)

Overall on-street parking supply was reduced by 9% (14,300 spaces)

Free Parking Spaces in Paris

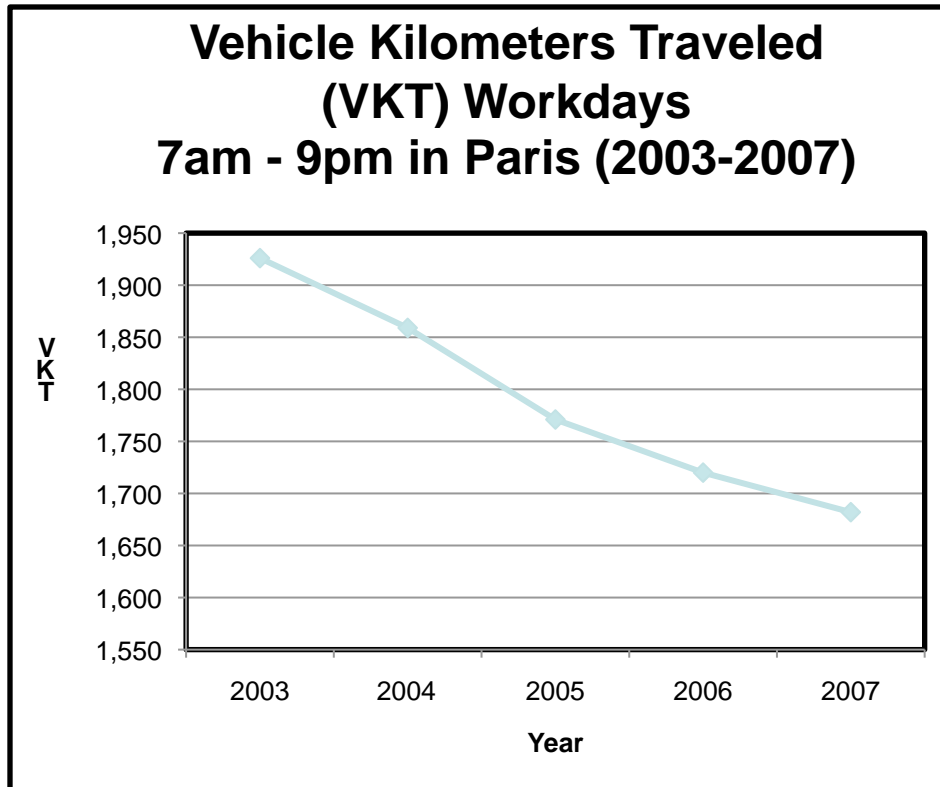


Data Source: Paris Transport and Travel Report (2007)



95% of free spots
were turned into paid
parking spaces

Impact of Paris Parking Reforms



Data Source: Paris Transport and Travel Report (2007)

- Paris has managed to decrease vehicle kilometers traveled by 13%
- Share of private vehicles in traffic decreased from 68% to 60%
- 5% of cyclists reported shifting from car commuting

Paris Bollard Measure



Approximately 335,000 bollards installed on the edge of sidewalks to prevent cars from illegally parking.

> \$20 million invested in this initiative since 2001

Bollard costs approximately \$33-\$52 each + \$41 each for the labor to install them

“The walking distance to a parking place has to be *at least as long as* the walking distance to the public transport stop”
– Hermann Knoflacher, Inventor of Walkmobile



Minimum Residential Parking Standards

City	Standard
Amsterdam	1 spot/housing unit + 0.2 added for guests
Antwerp	1.1 spots/dwelling unit
Barcelona	1 spot/2-6 apartments (depending on area)
Copenhagen	1 spot/100 sq. meters
Hamburg	0.2/living unit in CBD, 0.8/living unit outside CBD
Madrid	1 spot/unit
Munich	1 spot/unit
Stockholm	0.14 spots/room
Strasbourg	0.5 spots/apartment if within 500 meters of PT, 1 spot/apartment otherwise
Vienna	1 spot/dwelling

Existing Supply Scan

- **Stockholm:** Developers contact Stockholm Parkering to help find available parking spaces off-site to satisfy parking regs.
- **Strasbourg:** When building permits are granted, construction projects clustered in an area are analyzed and unused spaces nearby are shared or consolidated (as of 2010).



National Parking Policies




- **United Kingdom:** National Guidance on Parking Maximums
- **The Netherlands:** Dutch A,B,C Policy
- **France:** Parking is viewed as a tool that can influence 14% of the greenhouse gas emissions emitted every year.

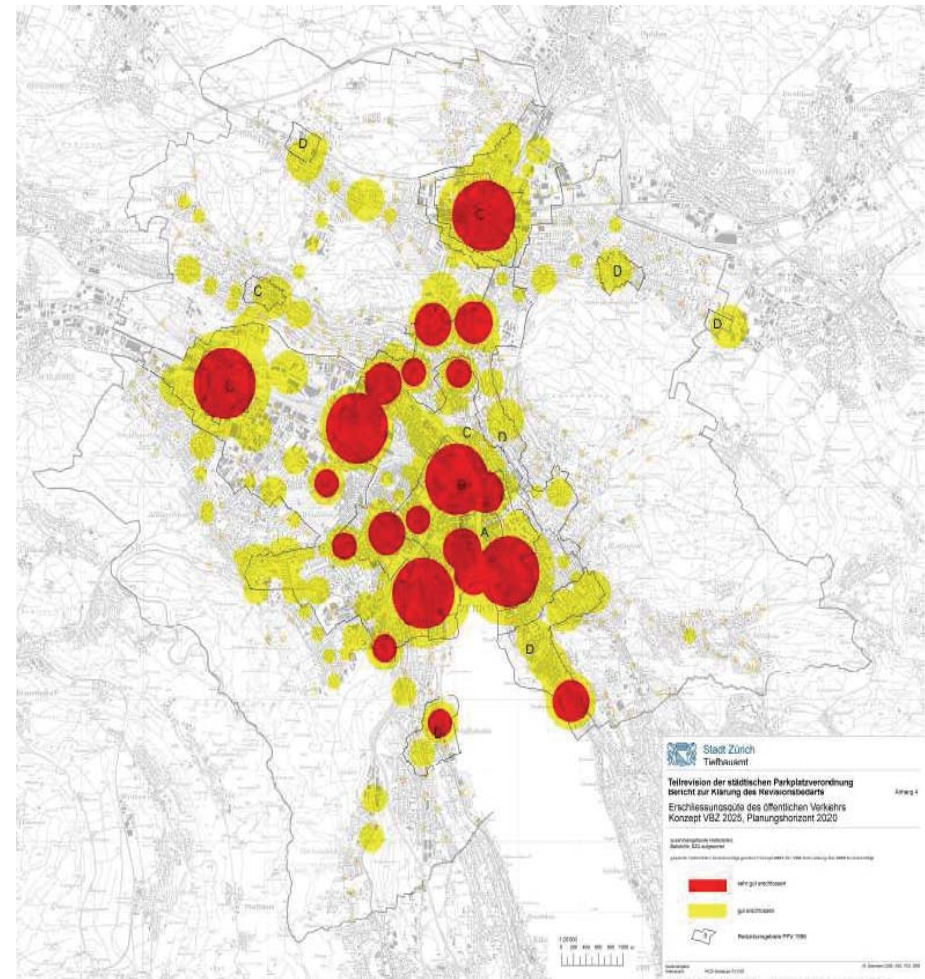
Linking Parking Provision to Public Transit

- **Paris:** 100% discount if a development is 1,600 ft. from a metro stop. Approximately every 1,600 ft. there is a metro.
- **Strasbourg:** 50% discount for centrally located neighborhoods or neighborhoods less than 1,600 ft. from a public transportation stop.







Zurich Transit Access Plot

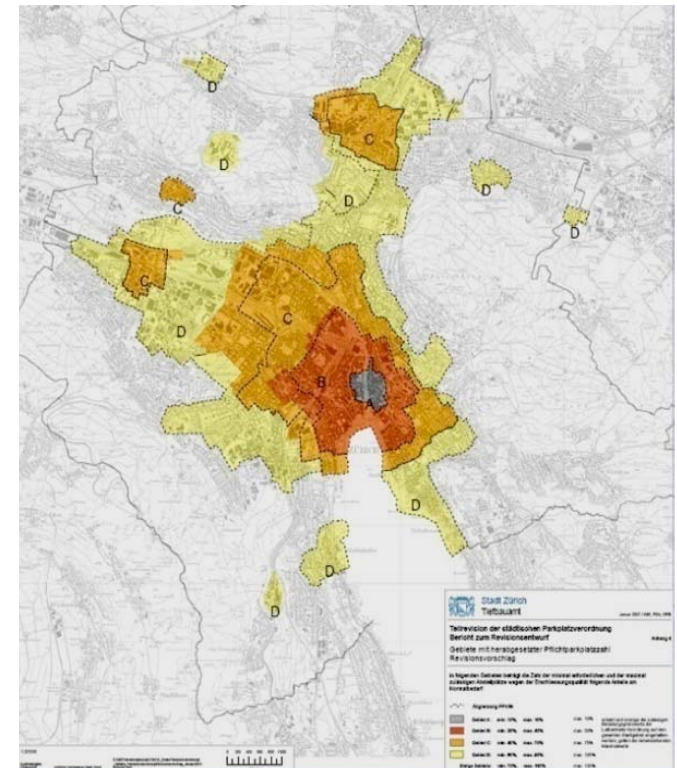
-  **RED:** Very good access to public transport
-  **YELLOW:** Good access to public transport
-  **BORDER LINE:** Emphasizes the capacity gaps



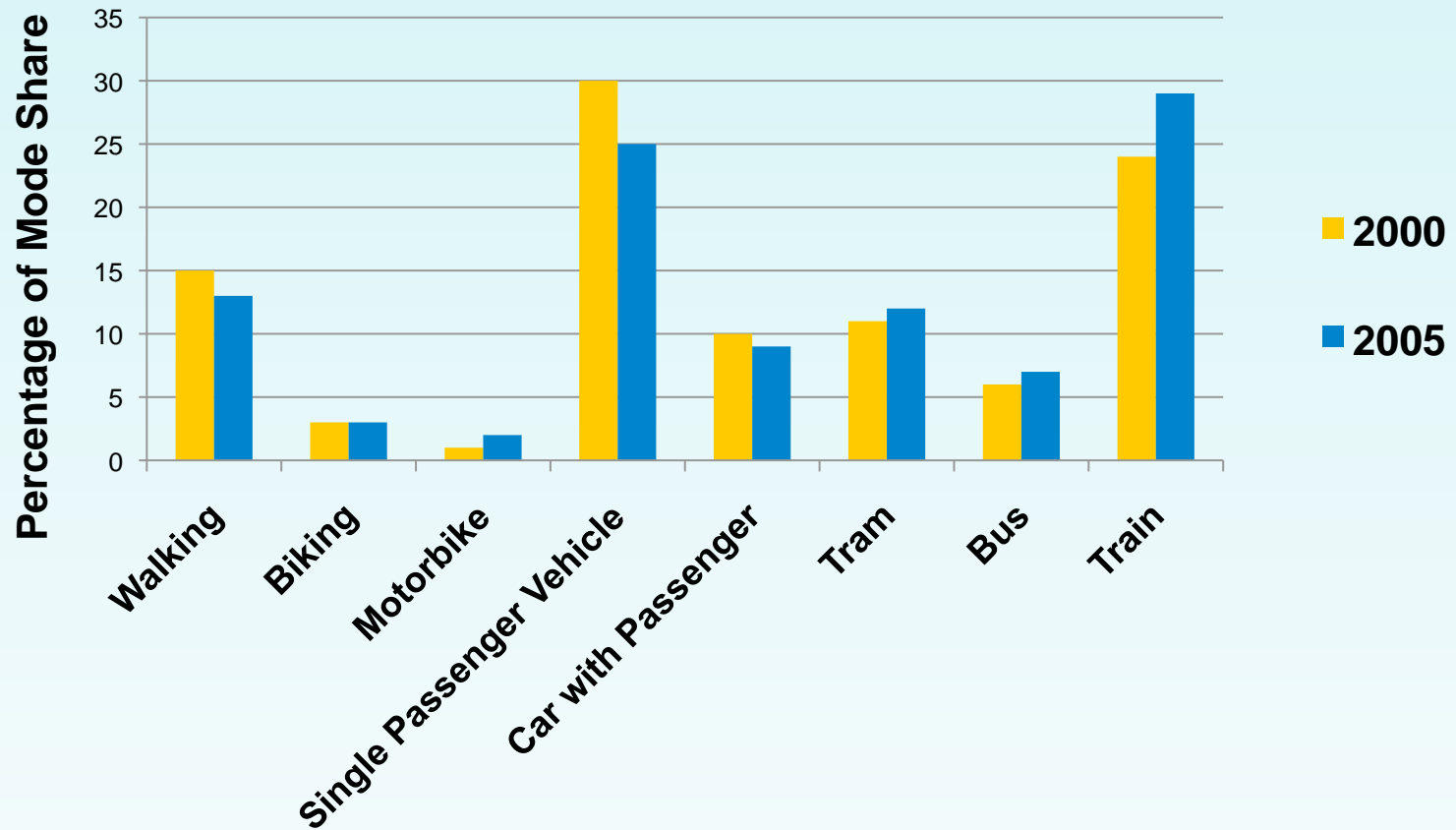
Parking Requirements Based on Access to Transit

	Area	Minimum (%)	Maximum (%)	*Maximum 2 (%)
	A	10	10	10
	B	25	45	50
	C	40	70	75
	D	60	95	105
Remaining Areas		70	115	130

*Related to clean air regulations and road capacity



Zurich Mode Split Trend (2000 & 2005)



Alternative Modes & Parking Funds

London:

Freedom Passes

- elderly and disabled ride for free

Barcelona:

Bicing Bicycle Share Program

- First city to use 100% of surplus from on-street parking fees to finance a public bicycle sharing scheme—Bicing.

Antwerp:

- Parking fines are invested into public transport



Illegal Parking & Enforcement

Amsterdam Scan Car

- 6 cameras
(3 on each side)
- Moves at 40 km/hr
- Takes 160 photos/sec
- 3 wardens on scooters follow
- 98% accuracy



Thank You!

Michael Kodransky

Institute for Transportation and Development Policy

9 East 19th Street, 7th Floor

New York, NY 10003

Tel: +1 (212) 629-8001

Fax: +1 (646) 380-2360

skype: mkodransky

mkodransky@itdp.org

www.itdp.org

www.ourcitiesourselves.org

