Europe’s Parking U-Turn

Michael Kodransky
Bogota, Colombia
June 2013
Oversupply of Surface Parking

Durham, North Carolina, USA
One of Ecobici’s 9,000 daily trips
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Why do Danes cycle?

1% Environment
6% Cheap
19% Exercise
61% Convenient, Fast and Easy

Copenhagen Bicycle Account 2006
One of Ecobici's 9,000 daily trips
One of Ecobici’s 9,000 daily trips
Breda, The Netherlands

BEFORE

AFTER
Pricing Matters

Grosvenor Square in London

No meters  Meters  Prices quadrupled

Photo from TRL
### Zurich Progressive Parking Charges

<table>
<thead>
<tr>
<th>Time (minutes)</th>
<th>30</th>
<th>60</th>
<th>90</th>
<th>120</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.50 CHF</td>
<td>0.50</td>
<td>0.50</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>2.00 CHF</td>
<td>2.00</td>
<td>2.00</td>
<td>2.00</td>
<td>2.00</td>
</tr>
<tr>
<td>4.00 CHF</td>
<td>4.00</td>
<td>4.00</td>
<td>4.00</td>
<td>4.00</td>
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<tr>
<td>5.00 CHF</td>
<td>5.00</td>
<td>5.00</td>
<td>5.00</td>
<td>5.00</td>
</tr>
</tbody>
</table>

- **Price of Parking** (CHF):
  - 0.50 CHF: $+1.50$
  - 2.00 CHF: $+2.00$
  - 4.00 CHF: $+2.00$
  - 5.00 CHF: $+1.00$
Earmarking/Ring fencing 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 to follow.

Antwerp:
• Parking fines are invested into public transport
Amsterdam Residential Parking Permits
<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Vehicle Cylinder Capacity (cc)</th>
<th>CO₂ Emissions (g/km)</th>
<th>3 month</th>
<th>6 month</th>
<th>12 months</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motor Vehicle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0-1299</td>
<td>up to 150</td>
<td>£30.50</td>
<td>£48.00</td>
<td>£82.00</td>
</tr>
<tr>
<td></td>
<td>1300-1849</td>
<td>151-185</td>
<td>£35.50</td>
<td>£56.50</td>
<td>£97.50</td>
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<tr>
<td></td>
<td>1850-2449</td>
<td>186-224</td>
<td>£41.00</td>
<td>£67.50</td>
<td>£118.00</td>
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<tr>
<td></td>
<td>2450+</td>
<td>225+</td>
<td>£53.00</td>
<td>£89.00</td>
<td>£159.00</td>
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<tr>
<td><strong>Motorcycle</strong></td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>£25.00</td>
<td>£47.00</td>
</tr>
<tr>
<td><strong>Electric Vehicle</strong></td>
<td>n/a</td>
<td>n/a</td>
<td>£6.50</td>
<td>£12.00</td>
<td>£22.50</td>
</tr>
</tbody>
</table>
“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
In the Name of Zoning: Parking Codified

Denver
Parking Podiums

Chicago

Bangkok
Supply Caps

**Hamburg:** Sealed inventory in Central Business District at roughly 30,000 spaces in 1976

**Zurich:** “Historic Compromise” instituted in 1996

**New York/Boston:** Compliance with Clean Air Regulations in 1970s
Transit Access and Parking Standards

Paris:
100% discount if a development is 500 meters from a metro stop.

Strasbourg:
50% discount if development less than 500 meters from a public transportation stop.
Existing Supply Scan

**Stockholm:**
Developers contact Stockholm Parkering to help find available parking spaces off-site to satisfy parking regulations.

**Strasbourg:**
When building permits are granted, construction projects clustered in an area are analyzed and unused spaces nearby are shared or consolidated.
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
Paris: On-Street Parking Best Practice
Paris On-Street Space Reclamations

4,000 removed to accommodate 1,451 new Velib stations that hold about 20,000 public rental bikes.

>100 km 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

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

95% of free spots were turned into paid parking spaces

Impact of Paris Parking Reforms

Vehicle Kilometers Traveled (VKT) Weekdays
7am - 9pm in Paris (2003-2007)

• VKT: ↓ by 13%

• Share of private vehicles in traffic: ↓ 68% to 60%

• Cyclists shifting from car commuting: 5%

Zurich: Off-Street Parking
Best Practice
# Parking Requirements Based on Access to Transit

<table>
<thead>
<tr>
<th>Area</th>
<th>Minimum (%)</th>
<th>Maximum (%)</th>
<th>*Maximum 2 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>B</td>
<td>25</td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>C</td>
<td>40</td>
<td>70</td>
<td>75</td>
</tr>
<tr>
<td>D</td>
<td>60</td>
<td>95</td>
<td>105</td>
</tr>
<tr>
<td>Remaining Areas</td>
<td>70</td>
<td>115</td>
<td>130</td>
</tr>
</tbody>
</table>

*Related to clean air regulations and road capacity*
Street Design
Play Street

Antwerp, Belgium
Copenhagen, Denmark
Parking Protected Cycle Path

Munster, Germany
“Park Once” Facility at Multi-Modal Station

Hamburg, Germany (Altona District)
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