

I European Conference on Sustainable Mobility at Universities

Universitat Autònoma de Barcelona



Universitat Autònoma
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Speaker: Giuliano Mingardo –
Erasmus University Rotterdam

UNIVERSITAT AUTÒNOMA DE BARCELONA

Topic: **Parking Management**
Explained: a theoretical
framework



The conference is in the
Framework of the European
Project about sustainable
Mobility: U-MOB LIFE.



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Content

- Basic notions about parking and parking policy
- Explanation of one important misunderstanding in parking
- Why should these concepts be interesting for Mobility Managers of Universities

Elements of parking policy

Within parking policy you usually deal with:

- The supply of parking:
 - The number, type and location of parking spaces
 - Parking requirements
 - Parking regulations
 - Marketing
 - Information and communication
- The demand for parking:
 - Residents, commuters, visitors, special events,...

Parking Type and the sector controlling and/or supplying it

Location	On-Street				Off-Street				
Use	Public				Private	Public			
Owned	Public				Private	Private	Public		
Operated	Public or Private				Private	Private	Private	Public	
Type	Free	Priced	Permit	Duration Control	Free	Priced	Priced	Free	Priced

Source: Transport Learning, 2013

The institutional framework (1)

- Parking is usually a local policy, implemented and carried out by the local authority
- National authorities can:
 - Provide guidelines (especially for standards)
 - Set the legal framework (on/off street, VAT rules, safety rules, possibility to use specific technologies, rules about income generated from parking...)

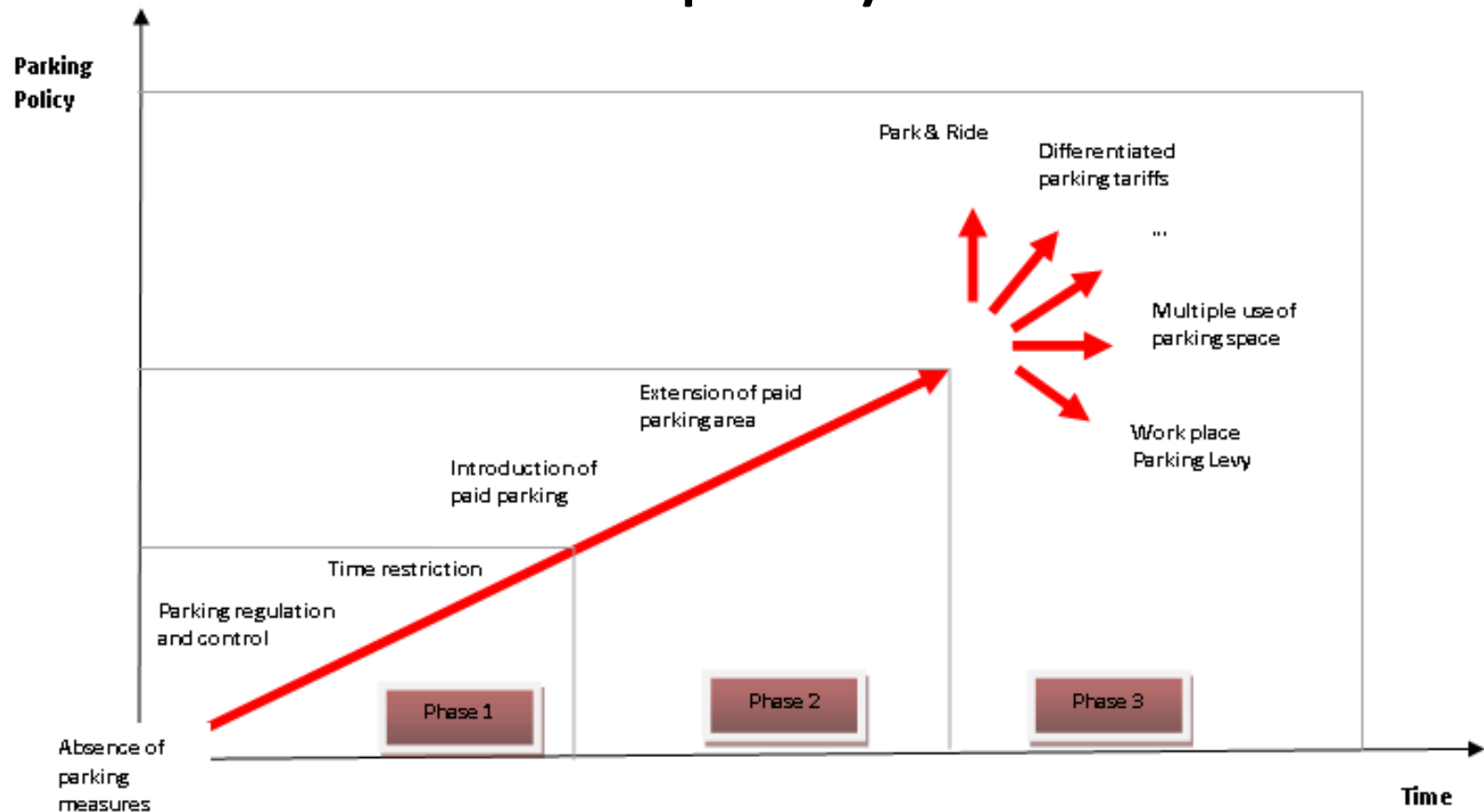
The institutional framework (2)

- At local level parking policy is usually part of the wider transport policy of the city:
 - Departments that are/might be involved: transport, spatial development, economics, environment;
 - Usually the political figure responsible for parking is the councilor for transport/mobility

Aims of parking policy

- Generally parking policy has four main objectives:
 1. To contribute to a better accessibility and to a balanced mobility of the urban area;
 2. To contribute to a better quality of life (including air quality) in the city;
 3. To support the local economy;
 4. To raise municipal revenue;
- The last aim might not be an explicit one, because local authorities don't want to associate the idea of paying for a parking space with municipal fund raising

The traditional development of parking policy



Source: Mingardo, van Wee and Rye (2015)



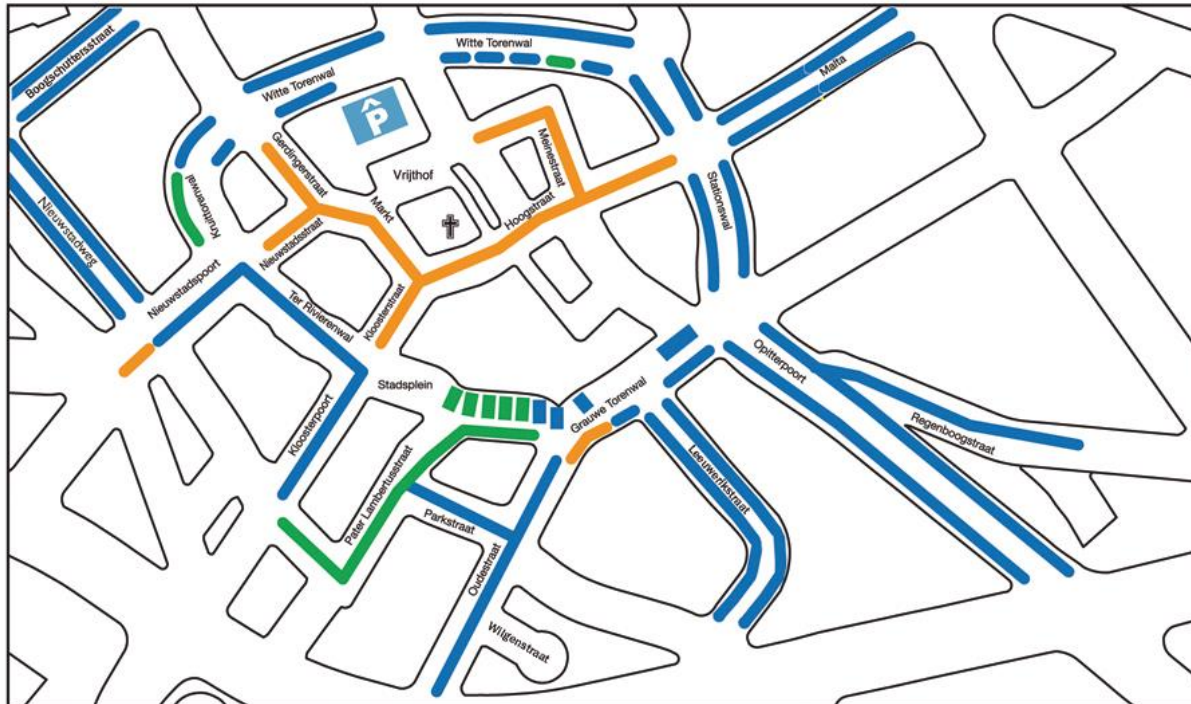
Example of stage 1: High Bentham, North Yorkshire, England



**Population:
approx. 3,000**

Source: www.wikipedia.org (2015)

Example: time restrictions in Bree, Belgium



AGB Bree: Witte Torenwal 23 bus I - 3960 Bree (2de verdieping stadhuis).

Druk: januari 2011

GRATIS PARKEREN

BLAUWE ZONE

Max. 2 uren

Parkeren met SCHIJF van maandag tot en met zaterdag van 9.00 tot 18.00 uur, niet op zon- en feestdagen

Bewoners van de blauwe zone & oranje zone parkeren met **BEWONERSKAART** in de blauwe zone, onbepakt in tijd

ORANJE ZONE

Max. 1 uur

Parkeren met SCHIJF van maandag tot en met zaterdag van 9.00 tot 18.00 uur, niet op zon- en feestdagen

GROENE ZONE

Onbepakt parkeren voor IEDEREEN!!!

- Blue areas: max 2 hours parking
- Orange areas: max 1 hour parking
- Green areas: unlimited parking

Image source: <http://parkeren.bree.be> (2015)

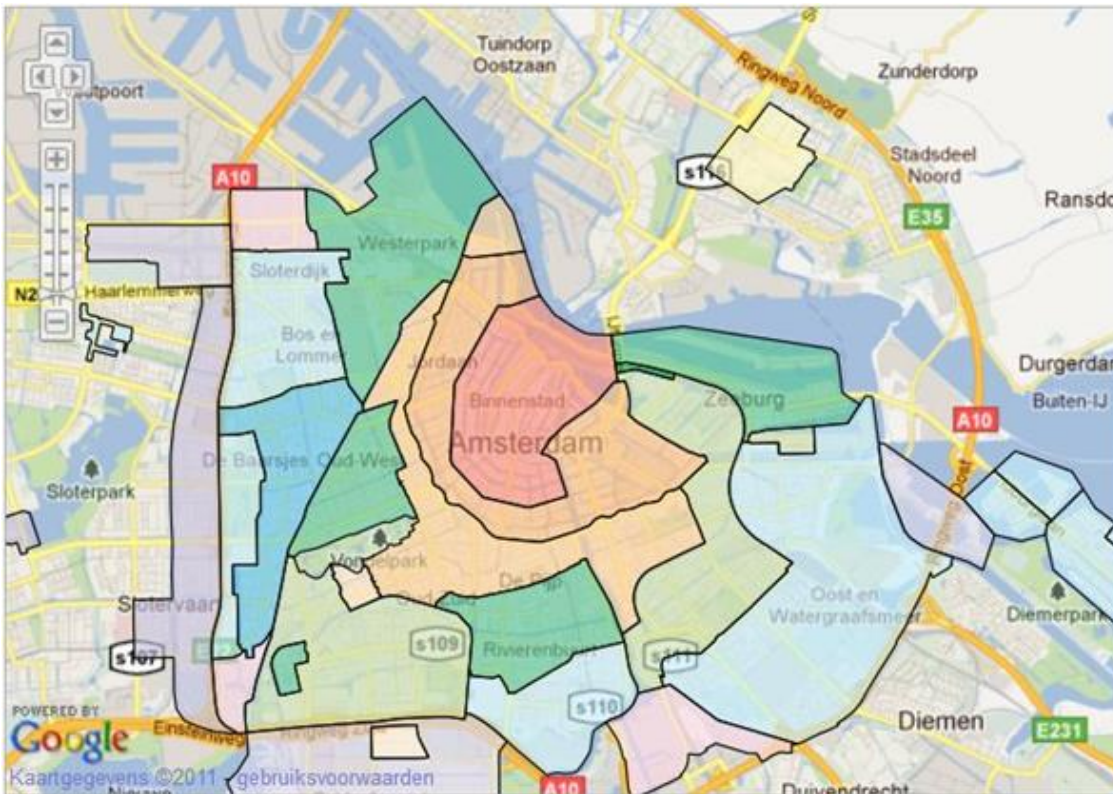
The advent of pricing parking



The first parking meters were introduced in Oklahoma City (USA) in 1935

Image source: www.streetsblog.org (2015)

Example: Paid parking in Amsterdam (2013)



Pricing parking in the city of Amsterdam in 2013 (the different colours indicate different hourly fees)

Example: Park and Ride in the Netherlands

Amsterdam



Rotterdam



Image source: www.trueamsterdam.com and www.rotterdamparkeren.nl (2015)

Example: differentiated parking tariffs in Rotterdam (2016)

- In most areas within Rotterdam you must pay to park between 9 am. and 11 pm.
- The parking rate in Rotterdam is €3.33 per hour (light and dark green areas on the map).
- Around the Park (dark green area) you can park your car for free after 6 pm. and on Sundays before noon.
- In some downtown areas a lower rate of €2.50 per hour applies (blue areas).



Image source: www.cityguiderotterdam.com (2016)

Example: differentiated parking tariffs in Madrid

- Since July, 1st 2014 the fee motorists have to pay for on-street parking in Madrid depends on the engine type and construction year.
- Electric vehicles can park for free; hybrids have a 20% reduction while heavy polluting vehicles pay 20% extra



Image source: www.espaciocoche.com 2015)

Example: multiple use of parking facilities in the Netherlands (hard)

- The noise barriers along the A12 motorway near the Dutch city of Ede are also used as parking garage for a nearby cinema



Noise barrier

Entrance parking garage

Image source: <http://zakelijk.cinemec.nl> (2015)

Example: multiple use of parking facilities in the Copenhagen (soft)

- Copenhagen introduced in 2011 a pilot project with flexible on-street parking: five parking spaces in front of a secondary school are dedicated for bike parking between 7:00am and 5:00pm and for car parking for the remaining period



Image source: <http://www.cycling-embassy.dk> (2015)

Example: Workplace parking levy in Nottingham (UK)

- A workplace parking levy (WPL) is a tax on private non-residential parking provided by employers, off-street, for their staff.
- The City of Nottingham has introduced such a scheme in 2012.
- Employers with more than 10 staff are required to pay the City Council 288GBP (around 350 Euros) per year for each space in use.
- Politically, it might be difficult to implement.

Misunderstandings in parking policy

1. Free parking exists;
2. Parking is a location factor for companies;
3. No parking = No business;
4. P&R facilities increase the accessibility of the city and reduce congestion in the innercity;
5. Parking in residential areas is a problem only in the innercity;

Free parking

- Free parking does not exist!!
- The price of parking is included in the costs of all other products and services we buy.



Free parking does not exist!



The price of this is included in this!

Free parking does not exist!



UNIVERSIDADES	2013	2012	2011	2010	2009	2008
Públicas						
Rey Juan Carlos	1.590 €	1.410 €	1.190 €	1.150 €	1.130 €	1.100 €
Politécnica	1.550 €	1.300 €	1.010 €	980 €	955 €	930 €
Autónoma	1.350 €	1.200 €	900 €	820 €	785 €	765 €
Complutense	1.100 €	1.100 €	895 €	800 €	775 €	750 €
Alcalá de Henares	1.000 €	1.050 €	800 €	750 €	720 €	700 €
Carlos III	1.200 €	1.000 €	770 €	740 €	710 €	690 €
UNED	1.100 €	920 €	735 €	710 €	665 €	650 €
Media	1.320 €	1.140 €	900 €	850 €	820 €	800 €
Privadas						
Europea de Madrid	8.750 €	8.600 €	8.500 €	9.180 €	9.020 €	9.250 €
CEU San Pablo	8.500 €	8.350 €	8.200 €	8.500 €	8.330 €	8.500 €
Alfonso X El Sabio	8.320 €	8.100 €	7.900 €	8.320 €	8.200 €	8.400 €
Nebrija	8.200 €	8.000 €	7.000 €	7.200 €	7.110 €	7.240 €
Francisco Vitoria	8.130 €	7.940 €	6.450 €	6.750 €	6.670 €	6.820 €
Pontificia Comillas	7.750 €	7.600 €	5.600 €	5.850 €	5.800 €	5.910 €
Camilo José Cela	7.400 €	7.200 €	5.000 €	5.300 €	5.125 €	5.250 €
Media	8.150 €	7.970 €	6.950 €	7.300 €	7.179 €	7.340 €

The price of this is included in this!

¡Gracias!

Giuliano Mingardo
Erasmus University Rotterdam
mingardo@ese.eur.nl