

## Parking Policies

### UITP RECOMMENDATIONS

- Optimise the use of available parking and ensure that regulations are enforced:
  - Eliminate on-road parking by commuters through the use of time restrictions ("blue" zones) for the benefit of residential parking;
  - Enforce and increase surveillance and increase the "risk" of being fined. The fine should be set at realistic and discouraging levels. In other words the level of the fine multiplied by the chances of being caught out must be much more than the parking charges that are levied;
  - Set parking charges in off-road public car parks at levels that favour residential and short-stay parking and deter commuter parking.

It is recommended to set up P+R schemes if this is likely to increase public transport patronage. P+R policy must be consistent with parking restriction measures in city centres (e.g. each new parking place in a P+R should lead to one parking place less in the city centre)

- Park+Ride facilities, for cars and two-wheel modes, must be located ahead of congested zones in the areas of lower density;
- Fast, frequent and comfortable public transport services should be offered from the Park+Ride facility;
- Access signs to the Park+Ride facility must be clear, and effective information provided about departure times (in real-time, if possible);
- Park+Ride facilities must be monitored, and passengers should be able to enjoy comfortable conditions during transfer and waiting periods, with daily needs such as newspapers, cafeterias etc. provided for;
- To ensure that Park+Ride stations are used by public transport passengers and not as parking lots, a combined ticket for public transport and parking is recommended and the station should be managed by the public transport companies or organising authorities.

This UITP Focus Position paper has been approved by the UITP Policy Board and prepared by the General Commission of Transport and Urban Life under the chairmanship of Herbert Felz.

# FOCUS

## A UITP POSITION PAPER

### Parking Policies

*95% of the time, an automobile is in fact immobile. In contrast, public transport vehicles spend far more time moving than parked during the course of the day. Parked cars take up a significant amount of valuable urban space that could be used for activities which are more productive or which do more to enhance urban life.*

- Too many cities suffer from intrusive, anarchic parking that blights the urban landscape and impedes the passage of other vehicles, buses, bicycles and pedestrians. Parking regulations are regularly disregarded whenever there is inadequate supervision, as is often the case.
- The cost of a garage at home is not separated from the cost of accommodation. Parking at a journey's end is often free or costs very little, and as a result, there is always a great demand for more parking spaces to be provided.
- It is a well-known fact that a city-dweller able to choose between a car or public transport will mostly take the car, if they have a free parking space close to their destination. Free parking offered by the employer or by shopping centres is the major cause of congestion and excessive car use in town.

- The plethora of on-road parking spaces and the construction of numerous off-road public car parks have the same effect and encourages car use. While investing large sums in improving their public transport systems, many cities have also created large numbers of new parking spaces. As a result they have failed to increase the market share of public transport.



*Unrestricted parking causes disruption*

This is an official position of UITP, the International Association of Public Transport. UITP has over 2000 members in 80 countries throughout the world and represents the interests of key players in this sector. Its membership includes transport authorities, operators, both private and public, in all modes of collective passenger transport, and the industry. UITP addresses the economic, technical, organisation and management aspects of passenger transport, as well as, the development of policy for mobility and public transport world-wide.

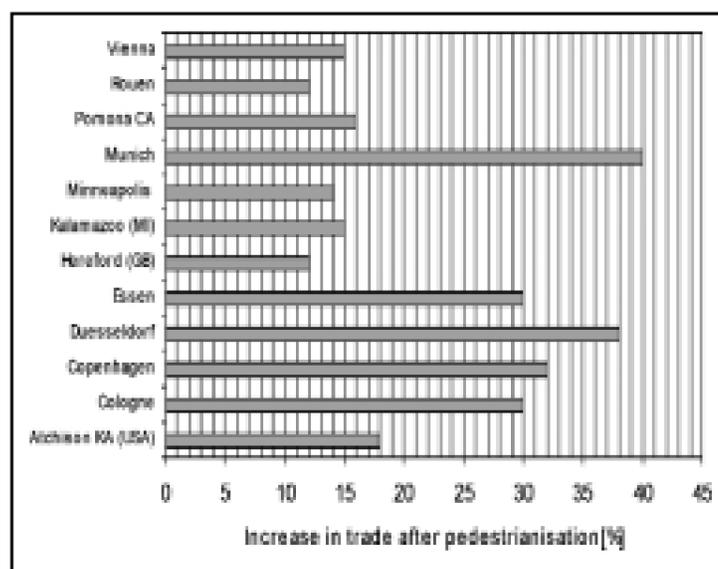
Free parking at the work place and the choice of transport for home-work commuter journeys to and from the city centre.

	Car	Public transport	Cycling or walking
<b>Paris region</b>			
Free parking made available by the employer	48%	35%	17%
No employee parking	18%	66%	16%
<b>Provincial towns</b>			
Free parking made available by the employer	66%	15%	19%
No employee parking	44%	36%	20%



The availability of free parking space at the work place encourages excessive car use

- Nevertheless, there is no shortage of examples of "good practices" from cities that have succeeded in controlling available public parking, and re-invigorating the economic and cultural life of their centres by reclaiming road space for the benefit of public transport and pedestrians. There has also been widespread development of Park+Ride facilities and intermodal travel. This has reduced congestion in city centres and increased the productivity of public transport networks.



This shows that giving priority to pedestrians and public transport in city centres is beneficial to commercial activities.

## Parking Policies

UITP is aware that the development of sustainable urban mobility and the future of the public transport sector depends among other, on the answers given to the issue of parking, and has drawn up the following recommendations.

### UITP RECOMMENDATIONS

Sustainable mobility depends on achieving the best balance between all modes of transport - walking, cycling, public transport and cars - reflecting the advantage of each mode in relation to the different circumstances of the journey to be undertaken. Parking policy is a particularly effective instrument in the management of urban mobility. UITP's proposals address the various aspects of successful parking policies.

- Integrate all aspects of parking (investment, charges, management and surveillance) in urban planning and transport planning policies.
- Limit the creation of parking spaces in new offices in city centres by replacing minimum standards with fixed 'ceilings' that are set in accordance with the nearby level of public transport service. Where these minimum thresholds exist, developers should be exempt from this obligation in exchange for supporting the funding of public transport or park and ride.
- Discourage free parking at people's places of work:
  - by encouraging companies to adopt 'mobility packages' for their employees and to reduce the number of parking places available in exchange for example with a contribution towards public transport season tickets.
  - by removing the fiscal advantages for company cars
  - by introducing paid parking for people when visiting or working at public amenities, such as hospitals, schools etc.
- Limit parking capacity in centres and improve the quality of public spaces:
  - reclaim space occupied by improper parking in favour of uses that are more efficient (dedicated rights-of-way for public transport and parking areas for deliveries) and more user-friendly spaces for recreation, pedestrian-only zones, etc.;
  - ensure there is maximum accessibility to central businesses by public transport and improve conditions for passengers travelling with children, prams, shopping trolleys, etc.



Surveillance is an essential part of parking policy