



SMART CITY

with a good address

České Budějovice



TRANSPORT

parking regulation

Identification of issues



- ▶ Half the area compared to other regional centres in CZE
- ▶ High automobilisation: 500 vehicles per 1000 inhabitants
- ▶ Up to 30.000 commuters every day
- ▶ Absence of city bypass and highway bypass D3
- ▶ Absence of Intelligent transportation system (ITS)
- ▶ **Insufficiency of parking places**

Systemic solution for transportation related issues



- ▶ Completion of city's backbone transportation network
- ▶ Initiation of Intelligent transportation system
- ▶ Public transport – quality, preferences, tariffs
- ▶ New bike paths
- ▶ Static transportation management – on-street parking regulation, P+R
- ▶ Transfer hubs

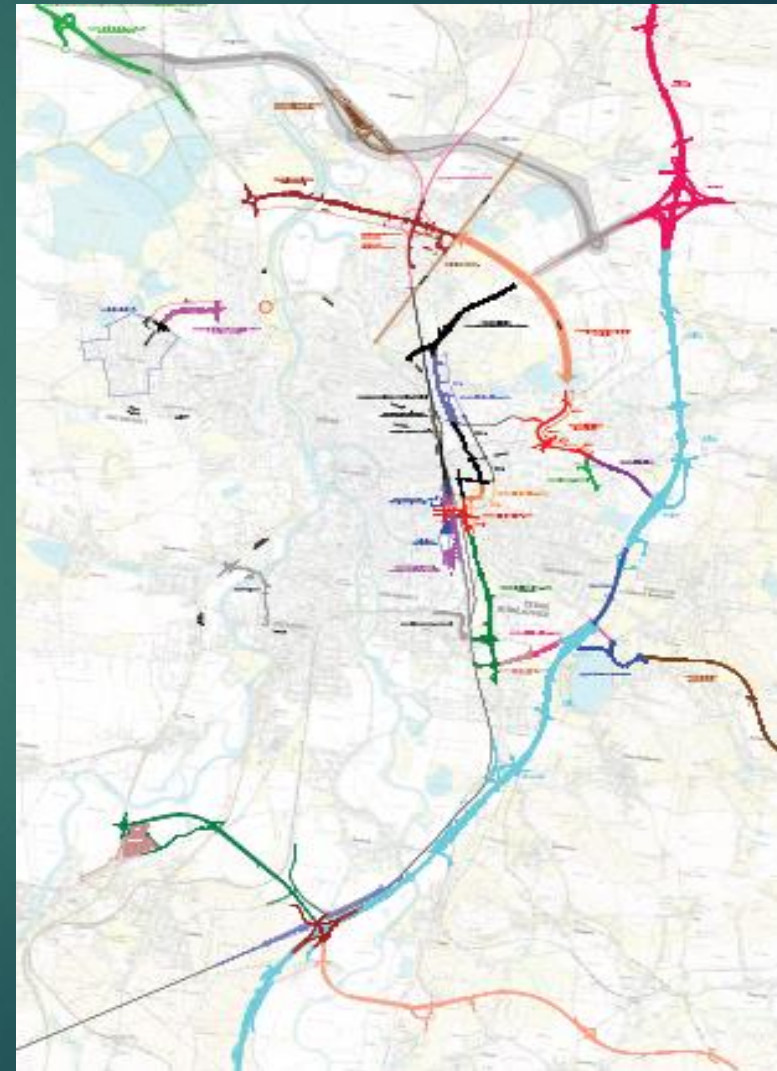
Road network



Future situation



- ▶ Highway D3 – city bypass
- ▶ „North Connector“
- ▶ „South Tangent“
- ▶ Underpass under the track

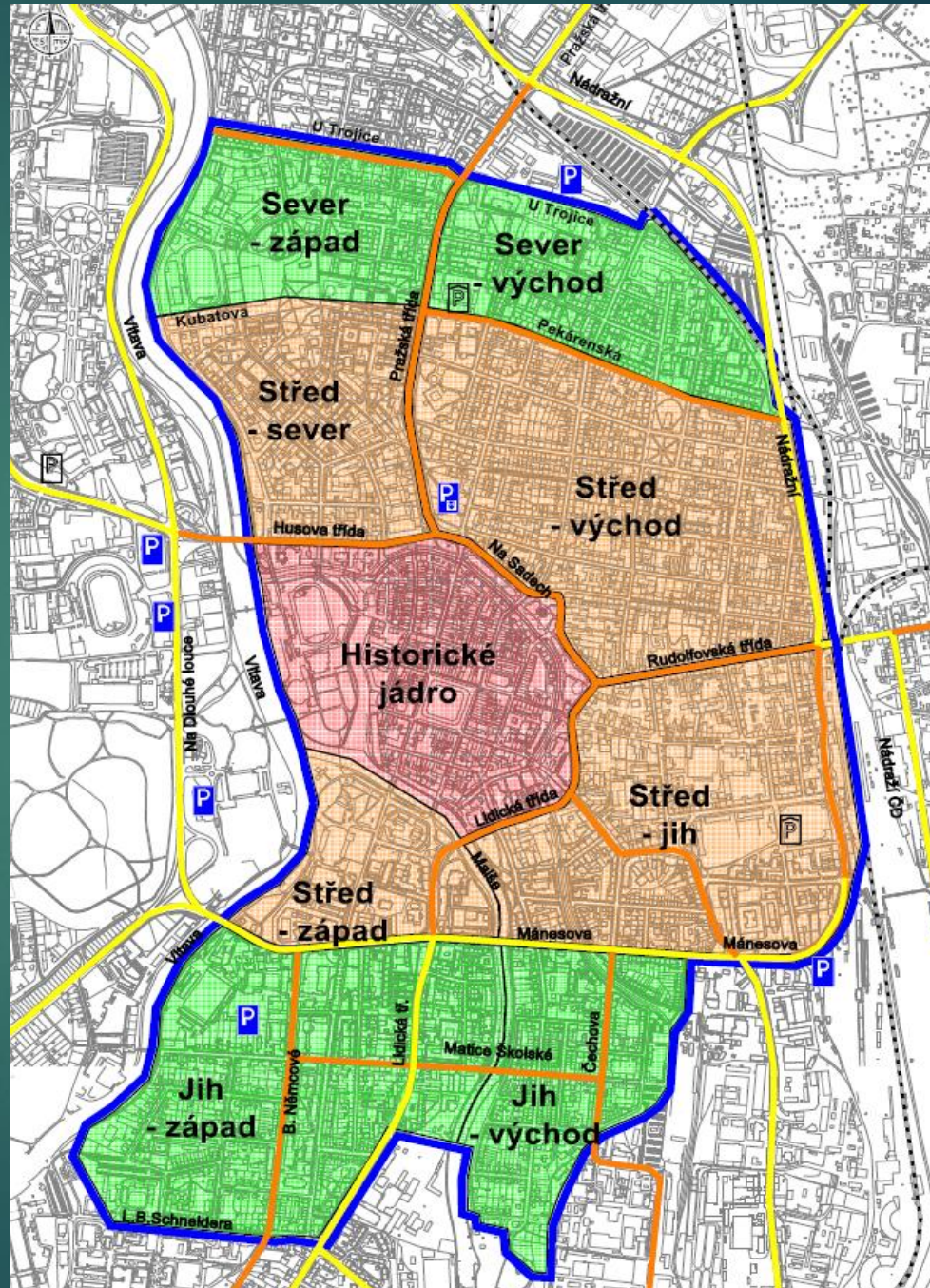


What's ahead of us within ITS

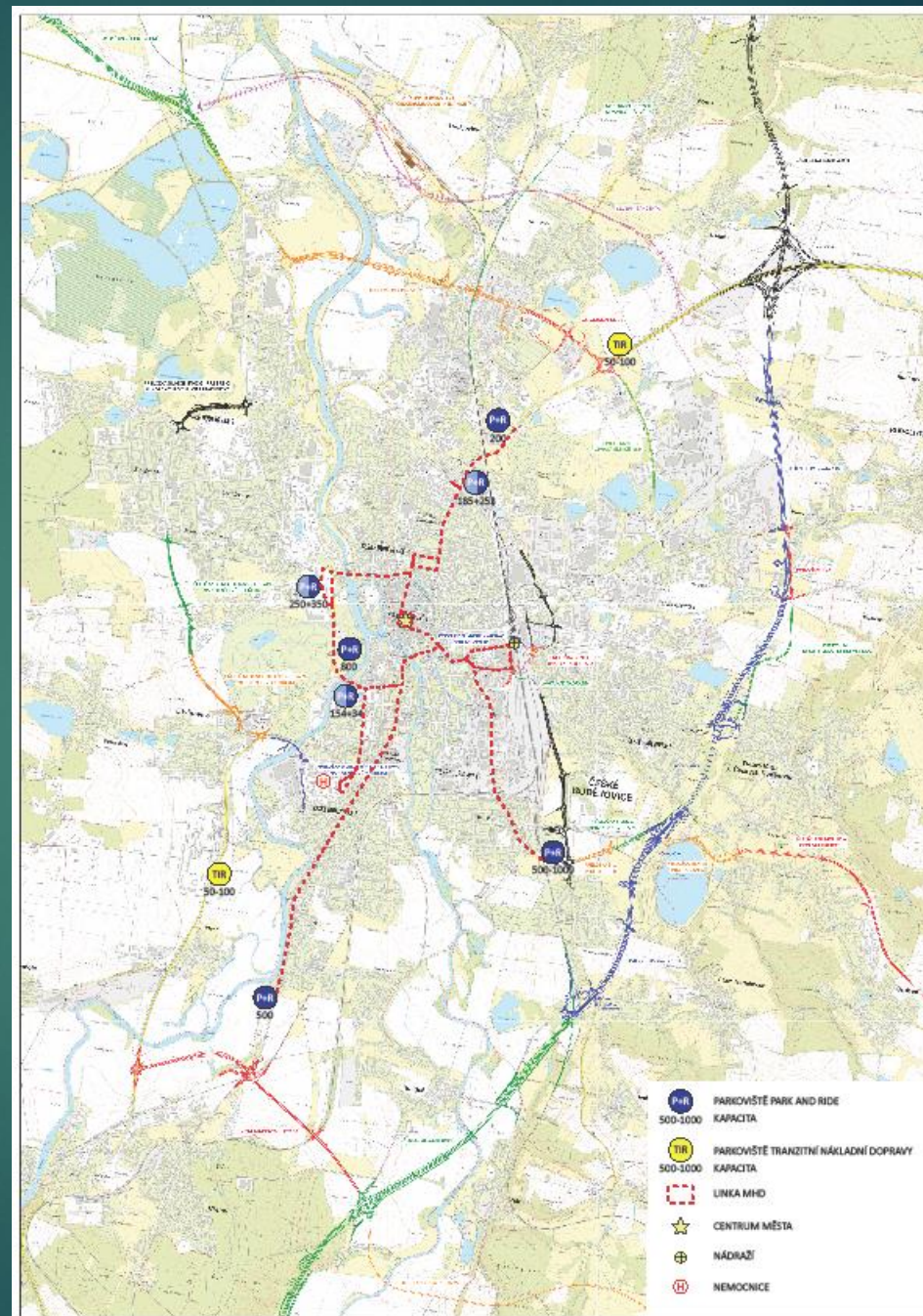
- Strategic detectors
- Modernisation of intersections and crossings
- Public transport preference
- Parking systems
- Parking lots navigation
- Navigation to detours
- CCTV supervision
- Intelligent Public transport stations
- Meteosystems
- Prevention and repression
- High speed vehicle weighing
- Non-motorised transport support
- City transport web portal
- Transmission data system
- Floating car data (loading, streaming flows...)
- Kooperative C-ITS systems (data exchange...)
- **Traffic information and control center**



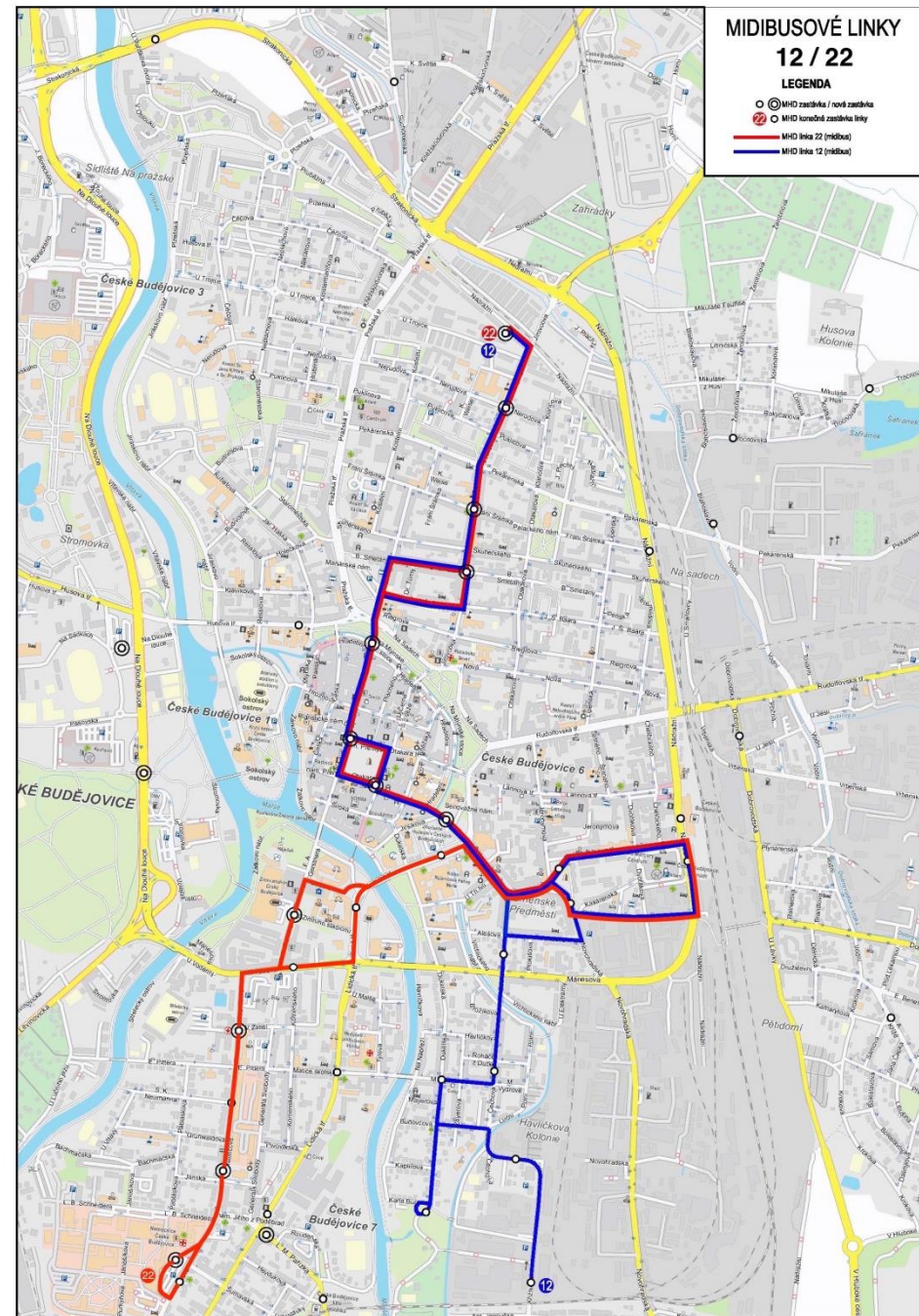
On-street parking regulation



P+R



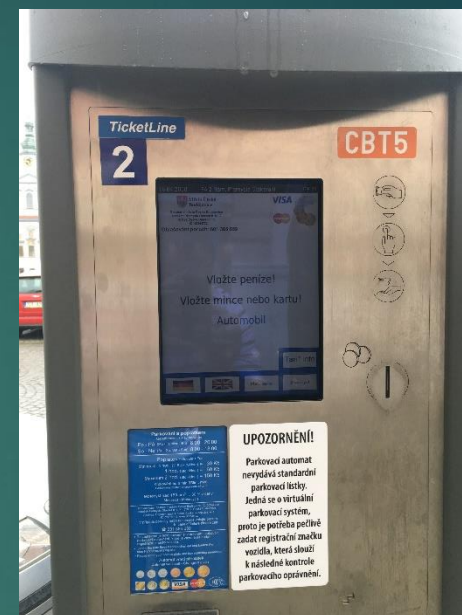
Midi bus lines



Building up the parking regulation



- ▶ preparations
 - static transport analysis
 - new static transport organisation
 - city authorities approvement
- ▶ Realization
 - new road signs
 - new parking machines
 - Central Information System - CIS
 - P+R Jírovcova
 - tariffs
 - new public transport line



Risks & Benefits



- + **freed parking space for locals**
- + freed parking space for visitors who need to go in the city
- + parking only where allowed
- dated **parking buildings** are problematic during reconstruction
- speed bumps – substituting reconstruction
- gateways for fire guard
- education of locals and visitors

Results



2013	Parking places	Number of vehicles Night	Occupancy Night	Number of vehocles Day	Occupancy Day
Area C (Rudolfovská - Pekárenská)	2 248	2 014	89,6%	2 228	99,1%
Area G (Pekárenská - Nádražní)	1 026	1 094	106,6%	905	88,2%
Total	3 274	3 107	94,9%	3 133	95,7%
2018	Parking places	Number of vehicles Night	Occupancy Night	Number of vehocles Day	Occupancy Day
Area C (Rudolfovská - Pekárenská)	2 225	1 692	76,0%	1 369	61,5%
Area G (Pekárenská - Nádražní)	1 098	957	87,2%	602	54,8%
Total	3 323	2 649	79,7%	1 970	59,3%
CHANGE 2018 - 2013	Parking places	Number of vehicles Night	Occupancy Night	Number of vehocles Day	Occupancy Day
Area C (Rudolfovská - Pekárenská)	-23 PS	-322	-13,5%	-860	-37,6%
Area G (Pekárenská - Nádražní)	72 PS	-137	-19,4%	-303	-33,4%
Total	49 PS	-458	-15,2%	-1 163	-36,4%

Main benefit – content of the citizens

Side effect – growing number of inhabitants



**„EVERYBODY WANTS TO LIVE
IN ČESKÉ BUDĚJOVICE“**

thank you for your attention