

EPA-Polis-CPA Workshop in Prague

“Parking is a catalyst for urban mobility

Polis organised a meeting on parking innovation on 13 September 2018 in Prague, in partnership with the European Parking Association (EPA) and the Czech Parking Association. Polis members Prague, Lille, La Rochelle and Sofia presented their latest innovations in parking.

The key note was presented by Philippe Crist from the International Transport Forum (ITF) titled “moving from parking to managing the curb space”. He pointed out that disruptive changes in transport and mobility are happening actually. Motto: “Smart everything now.” Whereas seamless flow of vehicles was the primary goal in the past, people should be allowed to stop, to meet and to create nowadays. High quality access to the city is the new benchmark according to Philippe Crist. Mobility is developing to be a service – including parking.

Crist mentioned the EPA initiative for parking data standards and underlined in a positive way that it favours open frameworks. He pointed out the platform thinking in this approach, a requirement for open eco systems and a flexible use of city space. An intended consequence in his idea of future mobility is a drastic reduction of private cars and parking, while the use of public transport increases rapidly.

Petr Horsky, chairman of the Czech Parking Association (CPA), outlined the situation of parking policy in his country.

Founded in 2013, the CPA makes an effort to create a more sophisticated legislative framework, for example to regulate resident parking. At least in Prague parking technology and control is state of the art. Helpful was a digital parking regulation from 2016. Nevertheless Czech people show a lack of respect when it comes to pay for parking. Although, parking is very cheap compared with other European countries: 1 hour costs 40 CZK, which is about 1,55 euros – by the way the same price as in 1996.

Holistic approach

František Konečný, Deputy Mayor of the City of České Budějovice, spoke about his home town, situated in South Bohemia, a region with high automobility: Per 1,000 inhabitants 500 cars are registered in České



Impressive venue: Auditorium of the Czech Autoklub

Photo: CPA

innovation”

Budějovice, a big challenge for commuters and parking. The mayor stressed the necessity of an intelligent, holistic approach. To handle the traffic volume a bundle of measures has been implemented, such as park and ride offers, effective public transport, new bike paths, a comprehensive traffic information and control centre, on-street parking regulations with different zones and new bus lines for electric mini busses. The effect: Occupancy of all parking spaces was reduced by 36.4 per cent in the days and 15.2 per cent in the nights between 2013 and 2018.

Dana Jurášková, from technology provider Eltodo, and Václav Lukeš, specialists from CPA and the city of Prague, described the digital parking enforcement in the Czech capital. (Read more about this presentation on page 15)

Tsvetan Tzolov, Head International Projects Department, Sofia Urban Mobility Centre, spoke about “Parking Policies and Practice in Sofia”. As other eastern European cities Sofia suffers from an extremely high motorization rate: 680 vehicles per 1,000 inhabitants. In the capital with 1.32 millions inhabitants 21,348 spaces are available for paid parking divided in a blue and green zone with slightly different prices. The key issues are a low use of public transport, not enough parking spaces, poor condition of pedestrian sections and sidewalks due to improperly parked cars and a lot of



Having a chat in the coffee break



Presenter Ivo Cré,
Polis



Petr Horsky,
chairman of CPA



Peter Dingemans,
Parkam



Tom Rye, Edinburgh
Napier University



Greetings from the neighbour country:
Milan Taška (left), board member of the
Slovak Parking Association (SPA)



Participants of the workshop

Photos: CPA/Marko Rüh

→ unauthorized parking in general. Lately, on July 26, 2018, a new legal framework has come into force giving the Sofian municipality more instruments for the organisation and management of parking. Main goals are: The use of financial instruments such as increasing the parking price, implementation of cash-less ways of paying for parking, limiting and regulating the access of certain areas by using anti-parking elements, reducing parking time in the city centre, construction and operation of park and ride facilities. Important instruments are also parking information systems via app and real time displays in the whole town. Nevertheless, people's reaction in Bulgaria was negative firstly, also in social media.

Karen Mounier, Chef du Service Stationnement, from the city of La Rochelle in France talked about French depenalization reform, in which every city had to develop a new parking policy (read more about the reform on page 16). Together with others, she stressed the integration of on- and off-street parking, saying that underground parking needs to become cheaper than on-street parking, particularly for long parking periods. For the next years Karen Mounier seeks to dematerialize paying and control of

parking. Through this she counts on more revenue and more off-street parking.

Peter Dingemans, Director Business Development, ParKam, adduced reasons for using cameras. This technology promises a fair and efficient enforcement, he argued.

Confessing electric mobility

Raul Lopez Maldonado from the city of Malaga described "Parking as Catalyst for Urban Mobility Innovation". Responsible is SMASSA, a municipal parking and services company. They manage 4,000 on-street and 5,000 off-street parking spaces – and also contribute to Malaga becoming a smart city. In this process Maldonado sees clearly the trend to more public transport, less private cars and more electric vehicles. "EV will be standard in future", he believes. Climate change forces this development. In Malaga car parks are planned that are exclusively for EVs. In addition to that new services around parking places have already been implemented. One example are smart lockers for last mile deliveries.

Bram Leusink, EV Consult, presented an EV-ready parking facility in 's-Hertogenbosch in the Netherlands. The pioneering car park has been awarded with European

Gold Standard Parking Award of the EPA, particularly because the whole building is equipped with solar panels. Together with stationary batteries and a load balancing energy management system electric vehicles can be charged with solar power.

Eric Dubois, Director General, Parking brussels, outlined a correlation between parking policy and car sharing. In Brussels free-floating car sharing is a success thanks to free parking for these vehicles. Exceptions are only in highly frequented parts of the Belgian capital. According to statistics Eric Dubois showed, one shared car replaces 12.6 private cars.

Jan Klepiš, Business Development Leader, ČSOB, introduced a cashless ticketing solution which is provided by the Czech bank. The system works with two type of cards, both EMV bank cards and ID branded cards. The solution can be adapted to parking as well.

The Park4SUMP project, introduced by Tom Rye, Edinburgh Napier University, will develop the ParkPAD tool to review parking policies, achieve consensus on improvements and to develop an action plan for parking in the participating cities. Rye's aim: "Raising awareness and gaining acceptance." ■

Dinner event in brewery "U Supa"



Photos: CPA



Photos: Marko Ruh

Speakers and organizers of the EPA-Polis-CPA Workshop



Summary

Historically, cities have developed by coincidence – rather than the smart and 'clean' nature of today's digital revolution, Philippe Crist of the ITF said in his inaugural address. Parking cars could soon be a thing of the past, Crist continues. Petr Horsky from the Czech Parking Association explained that people in the Czech Republic used to look at their cars like jewels and decorate the city with them. Slowly, however, this view changes. Tsvetan Tzolov from Sofia confirmed this development in Eastern European countries. Increased efforts have increased the acceptance of parking restrictions in Bulgaria. Karen Mounier from La Rochelle and Olivier Asselin from Lille talked about a recent French reform that allows cities to organize and manage their own parking. They emphasized the need to make off-street parking cheaper than parking on the street. Tom Rye presented the Park4SUMP project, which will review park policies and increase acceptance for parking management.



Zusammenfassung

Historisch gesehen entwickelten sich Städte eher zufällig – und nicht auf die smarte und ‚cleane‘ Art der heutigen digitalen Revolution, sagte Philippe Crist vom ITF in seiner Eröffnungsrede. Parkende Autos könnten schon bald der Vergangenheit angehören, so Crist weiter. Petr Horsky vom Tschechischen Parken Verband erklärte, dass die Menschen in Tschechien ihre Autos bis vor kurzem wie Juwelen ansahen und die Stadt mit ihnen dekorieren würden. Langsam ändere sich diese Sichtweise jedoch. Tsvetan Tzolov aus Sofia bestätigte diese Entwicklung in osteuropäischen Ländern. Durch verstärkte Bemühungen habe man in Bulgarien die Akzeptanz von Parkbeschränkungen erhöhen können. Karen Mounier aus La Rochelle und Olivier Asselin aus Lille sprachen über eine jüngst in Kraft getretene französische Reform, nach der Städte das Parken nun in Eigenregie organisieren und regeln können. Sie betonten die Notwendigkeit, Off-Street-Parken günstiger zu machen als das Parken auf der Straße. Tom Rye stellte das Park4SUMP-Projekt vor, in dem Parkrichtlinien überprüft werden und die Akzeptanz für die Parkraumbewirtschaftung erhöht werden soll.



Résumé

Dans l'histoire, les villes sont devenues puissantes par certains moyens, et pas de la manière classieuse et propre qui anime la révolution numérique, a déclaré Philippe Crist de l'ITF dans son discours inaugural. Des voitures stationnementes pourrait bientôt être une chose du passé, poursuit Crist. Petr Horský de la Parking Association de la Tchéquie a expliqué que les gens considéraient leurs voitures comme des bijoux, affirmant qu'ils décoreraient la ville avec eux. Mais lentement, la vue se transforme. Tsvetan Tzolov de Sofia a confirmé ce développement dans les pays d'Europe orientale. Les efforts augmentés ont accru l'acceptation des restrictions de stationnement en Bulgarie. Karen Mounier de La Rochelle et Olivier Asselin de Lille ont parlé d'une réforme française récente permettant aux villes d'organiser et de gérer leur parking proprement. Ils ont souligné la nécessité de rendre le stationnement souterrain moins coûteux que dans la rue. Tom Rye a présenté le projet Park4SUMP, qui examinera les politiques du parc et augmentera l'acceptation de la gestion du stationnement.



Resumen

En la historia, las ciudades se han vuelto poderosas de alguna manera, y no de la manera elegante y limpia que impulsa la revolución digital, dijo Philippe Crist de la ITF en su discurso inaugural. Los autos de estacionamiento pronto pueden ser una cosa del pasado, continúa Crist. Petr Horský, de la Asociación de Aparcamientos de la República Checa, explicó que la gente veía sus automóviles como joyas y afirmaba que decorarían la ciudad con ellos. Pero lentamente, la vista se transforma. Tsvetan Tzolov de Sofía confirmó este desarrollo en los países de Europa del Este. Los mayores esfuerzos han aumentado la aceptación de las restricciones de estacionamiento en Bulgaria. Karen Mounier de La Rochelle y Olivier Asselin de Lille hablaron de una reciente reforma francesa que permite a las ciudades organizar y gestionar su estacionamiento de manera adecuada. Enfatizaron la necesidad de hacer que el estacionamiento subterráneo sea menos costoso que en la calle. Tom Rye presentó el proyecto Park4SUMP, que revisará las políticas del parque y aumentará la aceptación de la administración del estacionamiento.