Supporting a U-Turn in Parking Policy
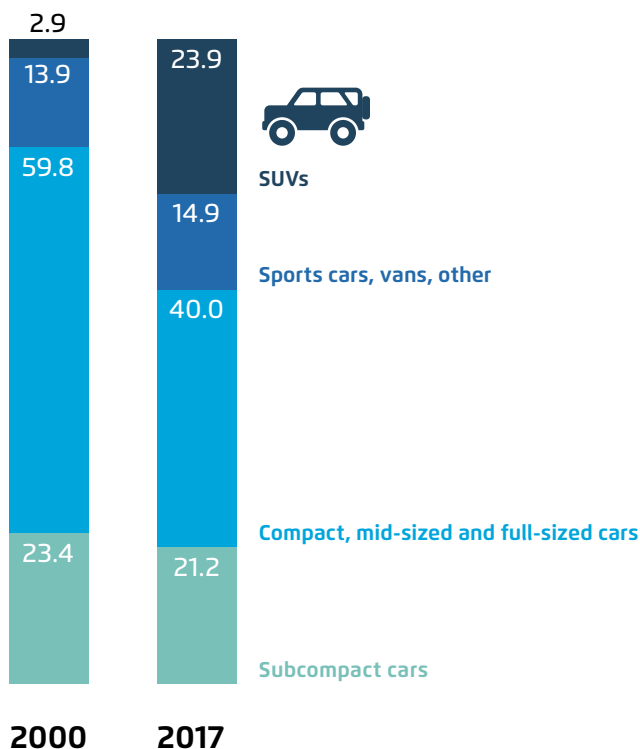
Facts and Figures

Road Safety

When streets are congested with parked cars, pedestrians and drivers may not see each other

Risks arise for vehicle traffic, pedestrians and cyclists when streets are packed with a large quantity of parked vehicles. Double-parked cars can block traffic and prevent emergency vehicle access. Furthermore, they force drivers and cyclists to attempt dangerous passing maneuvers. Pedestrians are also at risk, as congested parking situations make it difficult for drivers to see people crossing the street. This problem is exacerbated by growing vehicle size, including the increasing popularity of SUVs. In Germany, double parking and other forms of illegal parking are often met with a slap on the wrist – if they are punished at all – despite the safety dangers they pose.

Risks to children

When large vehicles are parked alongside the road, drivers may not see children crossing the street. This problem is exacerbated by the growing popularity of larger vehicles.

1978   **2018**

Illegally parked cars impair the flow of traffic

Double-parked cars and cars parked on sidewalks and bike paths may force drivers and cyclists to engage in dangerous maneuvers.

Vehicles are getting bigger

Larger vehicles such as SUVs are becoming ever-more popular, despite an unchanged amount of space available in city streets.

In Germany, almost 1/4 of newly registered vehicles are SUVs.
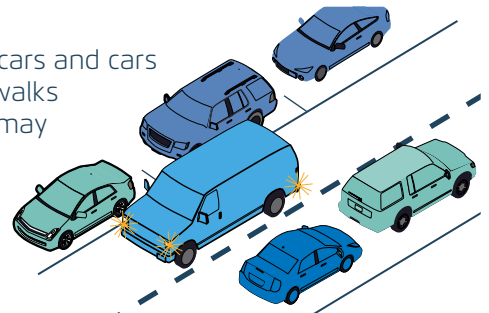
Parking fines are too low in Germany

Illegally parking on bike paths or on the sidewalk only costs 30 euros in Germany, despite the associated risks to public safety; other countries impose more severe fines.

€30	Germany
€104	Switzerland
€140	Netherlands

International comparison of parking fines.

Drivers get off easy

Individuals who ride public transport without a ticket on a repeated basis are required to answer criminal charges. By contrast, drivers who park illegally on a recurring basis only have to face misdemeanor fines.

2.9

2000	2017
13.9	23.9
59.8	14.9
	40.0
23.4	21.2

SUVs

Sports cars, vans, other

Compact, mid-sized and full-sized cars

Subcompact cars

2000   **2017**

Percentage of new vehicle registrations
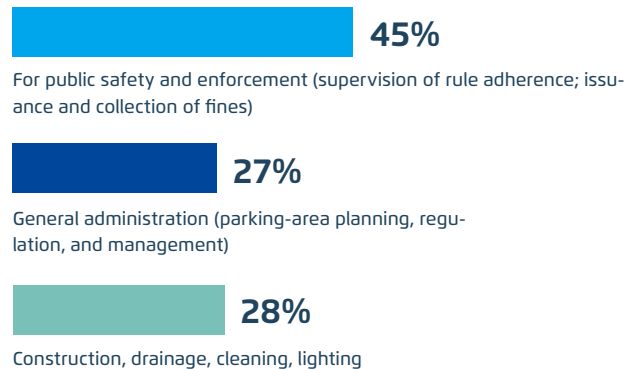
Time and Money

Providing parking is expensive for taxpayers – and searching for available parking is time-consuming and stressful

The construction and maintenance of parking spots generates high costs. These costs are primarily borne by taxpayers, for there is strong public resistance to parking fees that enable full cost recovery. Parking permits in Germany are extremely cheap compared to other countries; in Berlin, for example, a resident parking permit costs just 10 euros annually. Accordingly, parking permit revenues only cover a small share of actual costs. Yet parking isn't just expensive to provide and maintain. Finding available parking is also stressful and time-consuming for drivers: Two-thirds of all German drivers feel stressed by their daily search for available parking.

Parking costs money

It costs the city of Berlin 220 euros annually to maintain a parking spot in permit-required areas.

Relative Shares by Cost Type

45%
For public safety and enforcement (supervision of rule adherence; issuance and collection of fines)

27%
General administration (parking-area planning, regulation, and management)

28%
Construction, drainage, cleaning, lighting

Cars are expensive, parking is cheap

When compared to the high costs of owning a car, resident parking permits, which cost a maximum of 30.70 euros in Germany, are exceedingly cheap. This corresponds to less than 1% of the running costs that an average household spends on vehicle ownership – even when fuel costs are excluded.

21% insurance and taxes

<1% parking permit

14% repairs & maintenance

64% depreciation
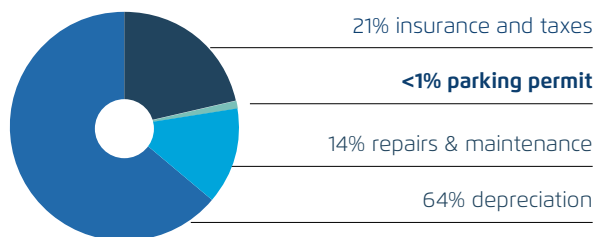
Average annual vehicle costs (example: VW Golf)

### A PARKING PERMIT COSTS 827 EUROS PER YEAR IN STOCKHOLM.

Searching for parking is time-intensive

In large German cities, the average driver spends 40 to 70 hours a year searching for parking, due to a lack of effective parking management. This corresponds to 5 to 8 lost days each year.

The hidden cost of underground garages

Costs are generally borne by all residents in an apartment building

+10%
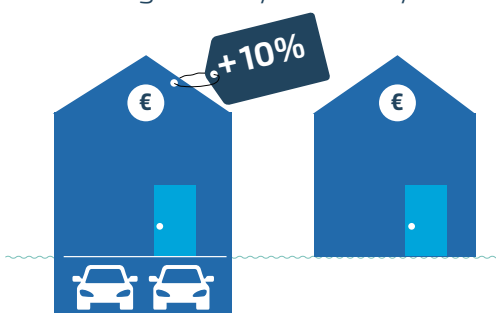
The construction of an underground garage in an urban area generally costs between 22,000 and 26,000 euros per parking spot.

This expense, which represents 10% of total building construction costs on average, is typically borne by all residents equally, regardless of their ability to pay or vehicle ownership status.

Public Space
Cars have a privileged status and occupy valuable urban space

Urban space is a public good to which all segments of society should have equal access. However, cars enjoy a privileged status: they require a disproportionately large amount of space, and also receive financial advantages in comparison to other forms of transport and space usage options. Cyclists and pedestrians are not the only groups who are relatively disadvantaged. Local residents would benefit if a higher priority were assigned to reserving urban space for parks, outdoor markets and other common usage areas. If unused parking spots in public parking garages and at supermarkets were better utilized, less space would be required for parked cars on urban streets.

If one were to line up all 1.2 million cars registered in Berlin from end-to-end...

... one would have a line of cars stretching 4,500 miles (7,200 kilometers). That is equal to the distance from Stockholm to Lisbon and back!
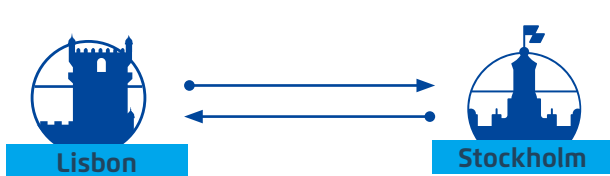
Parking has a privileged status

Local government charges residents varying amounts for the use of urban space – yet without considering the social value of each form of use. In Munich, for example, a resident parking permit costs 30 euros per year (8 cents per day). Other forms of use are considerably more expensive. A car-sized stall at a farmer's market costs 18 euros per day and a car-sized sidewalk area for restaurant seating costs 1.50 euros per day.

€0.08 per day   **€1.50** per day   **€18.00** per day

Cheap meters

When compared internationally, German parking meter fees are particularly low. Many cities throughout the world charge much higher fees for parking a car.

Parking meter fees for one hour in the inner city

|			
London	€5.60	Berlin	€3.00
Amsterdam	€5.00	Munich	€2.50
Copenhagen	€4.70	Braunschweig	€1.80

How cars are valued by society

As a society, we grant more space to cars than to children. Parks and playgrounds are crucial for high quality of life. However, in Berlin, 10 times more space is reserved for parking than for playgrounds.

10 x parking space

1 x play-ground
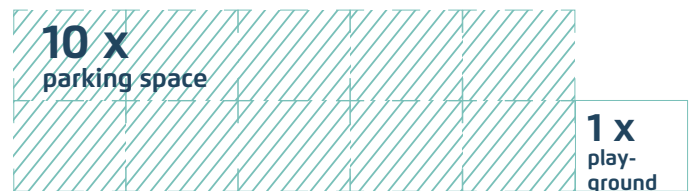
Cars waste space

One car takes up as much space as ten bicycles.
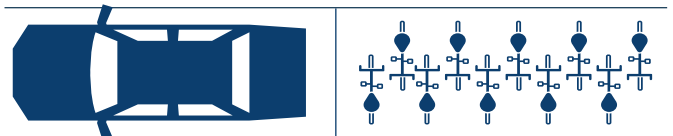
Distorted competition

In Munich, parking meter fees have remained unchanged since 2003. Public transport has become considerably more expensive, however, with single tickets costing 45% more and monthly passes costing 74% more.

Munich public transport and metered parking price trends

Monthly pass

Single ticket

Parking meter fees per hour
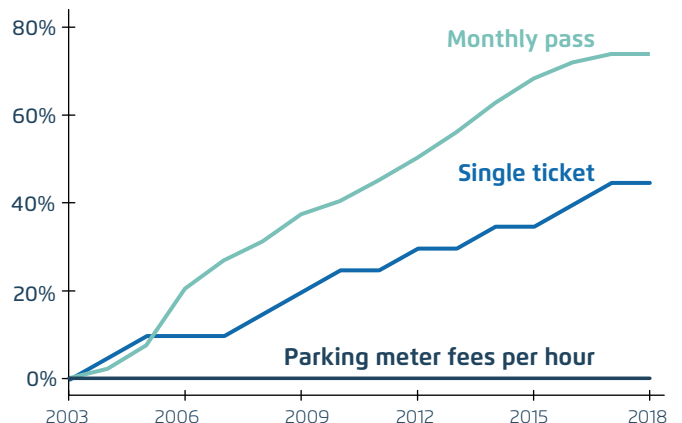
Parking Management
Rational parking management solutions can improve urban quality of life

By employing the methods of parking management, city planners can steer demand for parking, thus reducing the burden of vehicle traffic in urban areas. A range of management options are available, including the imposition of parking fees, the repurposing of parking lots, and the creation of park & ride facilities. However, these techniques are only effective when they are combined with measures that promote the use of public transport and encourage pedestrian and bicycle traffic. Experience gathered in Paris, Vienna, Munich and elsewhere shows the benefits that can be obtained through a combination of "push and pull" measures. Parking management can reduce vehicle traffic, improve air quality, enhance public safety and increase pedestrian and bicycle traffic. Lower demand for parking means less time spent searching for a parking spot. Various solutions for the repurposing of space formerly reserved for cars have proven popular among local residents. In Stuttgart, for example, street-side parking spots have been reclaimed by creating "parklets", which offer space for seating and other amenities. In a similar vein, a riverside parking lot in the city of Siegen was redesigned to create a scenic promenade.

Parking policy affects transport decisions

Reducing the availability of parking while encouraging alternative forms of transport mitigates the burden on road infrastructure.
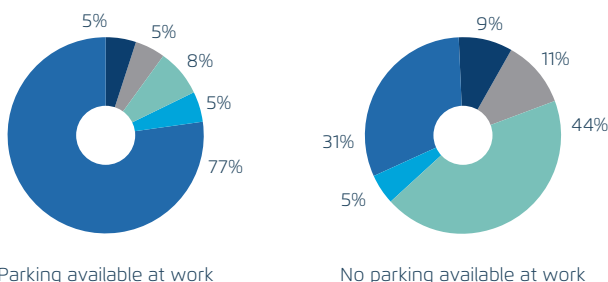
In Paris, the removal of 23,000 parking spots together with the addition of more bicycle paths led to 137,000 fewer cars on the city's streets.

	Number of parking spots on city streets	Number of vehicles	Bikepaths (in kilometers)
2003	166,000	750,000	282
2014	143,000	613,000	738
	-14%	-18%	+162%

Parking availability generates traffic

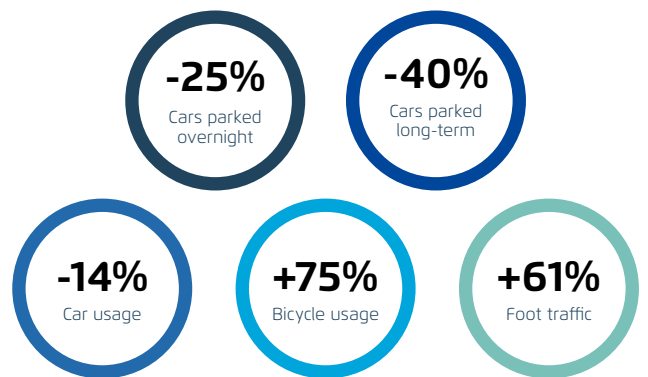Data from Austria show how the availability of parking at work influences commuting behaviour

Selected mode of transport to work

Parking available at work: 5%, 5%, 8%, 5%, 77%

No parking available at work: 9%, 11%, 44%, 5%, 31%

Legend: Bicycle, Walk, Public transport, Car passenger, Car driver

The positive effects of "push & pull"

In Munich, parking fees were imposed in combination with measures to promote bicycle use.

Ten years of "push & pull" in Munich

-25% Cars parked overnight

-40% Cars parked long-term

-14% Car usage

+75% Bicycle usage

+61% Foot traffic

Parking management saves time

The average time required to find a parking spot in Vienna was reduced by 1/3 thanks to the imposition of parking fees in combination with measures to promote pedestrian and bicycle traffic and make public transport cheaper.

Before 9 min

After 3 min

Parking policy is a hot button issue. In densely populated urban areas, public space is a precious resource that should be rationally managed by considering the interests of all segments of the population, and not just those of car owners. The average car is only driven one hour per day, and many vehicles are parked on the street without being used for weeks on end, thus occupying space that could have been used for other purposes. This insight should guide parking policy decisions. Effective parking management can lower demand for parking spots, reduce the risk of accidents and free up public space for pedestrian and cyclists.

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Agora
Verkehrswende