





Donostia - San Sebastian

T 23.1 - New Parking Scheme in Donostia - San Sebastian

Donostia - San Sebastian

November 2010



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1. Introduction

1.1 Background CIVITAS

CIVITAS - cleaner and better transport in cities - stands for Clty-VITAlity-Sustainability. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme); CIVITAS II started in early 2005 (within the 6th Framework Research Programme) and CIVITAS PLUS started in late 2008 (within the 7th Framework Research Programme).

The objective of CIVITAS-Plus is to test and increase the understanding of the frameworks, processes and packaging required to successfully introduce bold, integrated and innovative strategies for clean and sustainable urban transport that address concerns related to energy-efficiency, transport policy and road safety, alternative fuels and the environment.

Within CIVITAS I (2002-2006) there were 19 cities clustered in 4 demonstration projects, within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects, whilst within CIVITAS PLUS (2008-2012) 25 cities in 5 demonstration projects are taking part. These demonstration cities all over Europe are funded by the European Commission.

Objectives:

- to promote and implement sustainable, clean and (energy) efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in 8 categories of measures
- to build up critical mass and markets for innovation

Horizontal projects support the CIVITAS demonstration projects & cities by :

- · Cross-site evaluation and Europe wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CIVITAS Forum members
- Providing the Secretariat for the Political Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of **CIVITAS**

Key elements of CIVITAS

- CIVITAS is co-ordinated by cities: it is a programme "of cities for cities"
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living 'Laboratories' for learning and evaluating



1.2 Background ARCHIMEDES

ARCHIMEDES is an integrating project, bringing together 6 European cities to address problems and opportunities for creating environmentally sustainable, safe and energy efficient transport systems in medium sized urban areas.

The objective of ARCHIMEDES is to introduce innovative, integrated and ambitious strategies for clean, energy-efficient, sustainable urban transport to achieve significant impacts in the policy fields of energy, transport, and environmental sustainability. An ambitious blend of policy tools and measures will increase energy-efficiency in transport, provide safer and more convenient travel for all, using a higher share of clean engine technology and fuels, resulting in an enhanced urban environment (including reduced noise and air pollution). Visible and measurable impacts will result from significantly sized measures in specific innovation areas. Demonstrations of innovative transport technologies, policy measures and partnership working, combined with targeted research, will verify the best frameworks, processes and packaging required to successfully transfer the strategies to other cities.

1.3 **Participant Cities**

The ARCHIMEDES project focuses on activities in specific innovation areas of each city. known as the ARCHIMEDES corridor or zone (depending on shape and geography). These innovation areas extend to the peri-urban fringe and the administrative boundaries of regional authorities and neighbouring administrations.

The two Learning cities, to which experience and best-practice will be transferred, are Monza (Italy) and Ústí nad Labem (Czech Republic). The strategy for the project is to ensure that the tools and measures developed have the widest application throughout Europe, tested via the Learning Cities' activities and interaction with the Lead City partners.

1.3.1 Leading City Innovation Areas

The four Leading cities in the ARCHIMEDES project are:

- Aalborg (Denmark);
- Brighton & Hove (UK);
- Donostia-San Sebastián (Spain); and
- lasi (Romania).

Together the Lead Cities in ARCHIMEDES cover different geographic parts of Europe. They have the full support of the relevant political representatives for the project, and are well able to implement the innovative range of demonstration activities.

The Lead Cities are joined in their local projects by a small number of key partners that show a high level of commitment to the project objectives of energy-efficient urban transportation. In all cases the public transport company features as a partner in the proposed project.



2. Donostia – San Sebastian

The city of Donostia -San Sebastián overlooks the sea and, with a bit more than 180,000 inhabitants, keeps a human scale. Some people consider the balanced combination of small mountains, manor buildings, and sea as the setting for one of the most beautiful cities in the world. We have a tradition in favouring pedestrians, cyclists and public transport.

For about twenty years, the city has been enforcing a strong integrated policy in favour of pedestrians, bicycles and public transport. Considering walking and cycling as modes of transport has led to the building of a non-motorised transport network for promoting this type of mobility around the city.

Likewise, the city has extended its network of bus lanes. The city holds one of the higher bus -riding rates, with around 150 trips per person per year.

2.1 Objectives in CIVITAS

The CIVITAS project is a perfect opportunity to expand our Sustainable Urban Transport Strategy. With the package of CIVITAS measures Donostia-San Sebastián wants to:

- Increase the number of public transport users
- Decrease the number of cars entering in the city centre
- Increase the use of the bicycle as a normal mode of transport
- Maintain the high modal share of walking
- Reduce the number of fatal accidents and accidents with heavy injuries
- Reduce the use of fossil fuels in public transport.

3. Background to the Deliverable

The present deliverable refers to Measure number 23, Changing Parking Behaviour in Donostia - San Sebastián. This measure has formed part of ACRHIMEDES task 3.4 Changing Parking Behaviour.

As a result of a fast growing commercial activity in the western part of the city, the traffic and parking situation have been subject to very high-pressure levels. To cope with that situation an extension of the Controlled Parking Zone has been recommended in those areas by conduct of a study that formed the basis of ARCHIMEDES deliverable R23.1. The purpose of this deliverable is to explain the communication and dissemination activities that accompanied the technical implementation.

3.1 Summary Description of the Task

Until now, the only zone in the western part of the city (covered by the 4th Area) that was regulated by a Controlled Surface Parking Zone was the closest area to Ondarreta beach (sectors 4.1 and 4.2).



Based on the information contained within deliverable R23.1 the service in the initial 4.1 and 4.2 sectors of the 4th area has been extended to cover sectors 4.3, 4.4, 4.5, 4.6 and 4.7. Additionally, the terms of the existing controlled parking zone have been changed to allow compatibility with the extended zone.

To perform that action, the Local Controlled Surface Parking Service Bylaw has been updated to include those new areas and therefore the new service sectors, which legally covers city's controlled surface parking service.

New Park Scheme in Donostia - San Sebastian

4.1 Descriptions of the Work Done

To inform all the affected residents about new controlled surface parking service, a mailing campaign has been developed where an information leaflet is provided together with a application form with the objective to give an explanation of all requirements they have to fulfil to get the parking display permit.





Image 1: New regulation parking service information leaflet



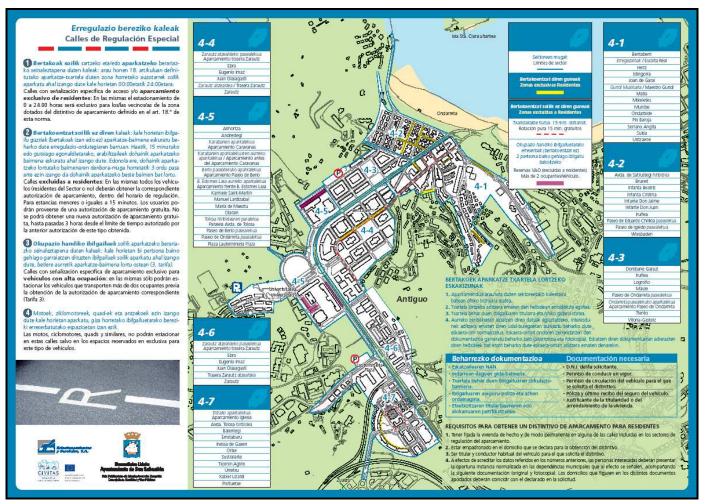


Image 2: Information leaflet internal side. Map of included areas.

The mailing campaign was carried out before commissioning the new parking service because it was necessary to have identified all the affected inhabitants beforehand. Otherwise it would not have been possible to launch the parking regulation.

Overall, we expect to receive about 3000 requests from the public for parking display permits. Till now, we have granted around 1500.

The leaflet is divided in two sides. The inside of the leaflet shows a map of the western part of the city with all new regulated areas with its sectors, as previously described in ARCHIMEDES R23.1. Surrounding the map there is an explanation of which streets cover each sector. Besides the new covered areas, this measure includes some areas where access will only be for high occupancy vehicles (HOV). The reason to include those areas in the city is to reward the inhabitants who give this use to their vehicles sharing them with other people. Those HOV areas are also reflected in the map provided in the leaflet.

The outside describes the specifications of the new parking display permit and the request for further details.



This part also explains the documentation needed to submit, to get the parking distinctive.

As the bylaw describes, there are some rules that inhabitants need to fulfill to get the parking display permit:

- To have their permanent residence in one of the streets included in the regulated parking sectors.
- To be registered in the address declared in the parking display permit request form.
- To be the owner and the usual driver of the vehicle.
- In order to prove the presented figures in the previous rules, The interested people must fill the request form with the following documentation:
 - Applicant's identification card.
 - Valid driving license.
 - Vehicle Registration Certificate
 - Vehicle insurance and its last receipt.
 - Proof of ownership of the housing.
- All the presented documentation must show the same address as that shown in the request form.
- The inhabitant must be aware in the payment of the circulation municipal tax and imposed traffic fines by the city council.
- The inhabitant need to pay the fixed rate for the corresponding year. This rate will not be divided or proportionately reduced as a result of a less enjoyment service time.

Applications must be made in writing – either by post of in person at a special office where the mobility administration has provided two people to provide assistance. Appointments to get assistance in person can be made by using a free telephone number during the period 13th September to 29th October.

Once the applicant prove all the documentation requested the city council can receive three types of responses:

- 1. The application fulfills the requirements. The display permit is sent to the declared address with a map of the sector that matches with the address.
- 2. The application is not complete (lack documentation or does not fulfill some requirement). A letter is sent informing about lack of documentation and the need to correct it.
- 3. The application does not fulfill the requirements. A letter is sent informing about the reasons of not granting the parking display permit.

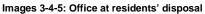
If the application is approved, the resident, placing the parking display permit on the windscreen can park his car close to home, without any authorization and for indefinitely.

The parking display permit will be valid for a year and after that the applicant must renew the service because once the renewal period ends, the display permit for the previous year will not be valid anymore.





The following images show the office at residents' disposal. It is open in working days from 9.00 to 13.30.











4.2 Problems Identified

Before starting up the service, the need to identify all the residents' cars was supposed to have been solved through the initial mailing campaign and the opening of a specific office in the affected district.

The start of the scheme has been slightly delayed because of the extension of consultation and registration periods.

4.3 Risks and Mitigating Activities

The areas destined to be High occupancy vehicles (HOV) require a control system to assure vehicle's true occupation.

There are two main control models available. The first one is based in a two-way control, and the second one is based in the user identification:

- 1. Control by recording system. The system records the vehicles entering the parking reservations and registering their plates through videorecorders and plate identifier cameras. A database is generated with associated plates and recordings. At the control center they will review recordings randomly and a second database will be generated with "authorized or non authorized vehicles" (whichever is easier). The street controller controls parked plate vehicles comparing it with "authorized vehicles" database generated in the control center.
- 2. Control by User ID. This model is based on the fact that only registered users can park in these zones. The parking vehicle needs to carry at least three registered users. To get the parking authorization, three registered user cards must be showed to the ticket machine. Once the users are authorized, their cards can not be used to park in these zones again while they are using the service.

To use any of these control systems, it is necessary to comply with The Data Protection Act. You need to register the file system, the owner and the controller of the Data. Since the mobility department has registered a recording file (traffic cameras), the records will be included in the mentioned file system.

4.4 Dissemination Activities

The local media (TV, radio and papers) has already covered the extension of new regulated parking service many times in recent months. Find below some screenshots of the published articles in the internet.



Image 6. First news about new parking regulation areas.





Image 7. News about new regulation leaflet dissemination





Image 8. News about the opening period to request the parking distinctive



4.5 Future Plans

Following this plan, a promotional campaign will be launched which will cover the entire municipality. This campaign will be launched when the contract is awarded (it is supposed to mid December / early January). The information will be disseminated through following media:

- Distribution of brochures
- Radio & Television
- Advertising in public transport (bus, bus-stop)
- **WEB**
- Phone information

To evaluate its effectiveness we are assesing different aspects such as:

- Quantity of incidents with residents
- Phone queries quantity
- Web Information access.

It is also supposed to set up a new parking meter network that will be extended not only to the new regulation zones but also to other city districts like Amara or Gros, gradually replacing the old parking meter network.



In addition, the main business areas of the municipality will be part of a new regulation study area that will cover 15% of their parking surface. ADS will work with these business areas, searching for new ways to reduce the pressure on parking through travel plans and associated measures.