



Parking management and incentives as successful and proven strategies for urban transport.

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General idea of PUSH&PULL

The big problems in urban transport are

1. Overwhelming and steadily increasing use of cars in cities with all the negative impacts
2. Lack of (financial) resources to encourage use of sustainable modes of transport

A solution

Funding mechanism from the revenues of parking management (push) used to encourage the use of energy-efficient modes of transport (pull)

Objectives of the project are:

Set up, extend / improve parking management

e.g. paid parking (duration and tariffs)

e.g. enforcement

e.g. reduction of parking spaces

e.g. reduction of privileges of car use / car parking

Improvement of the situation for users of sustainable transport

Provision of a permanent availability of money / budget and it isn't necessary to get an own budget for every year (especially for active modes)

Smart use of public space

PUSH
&
PULL



P PUSH & PULL

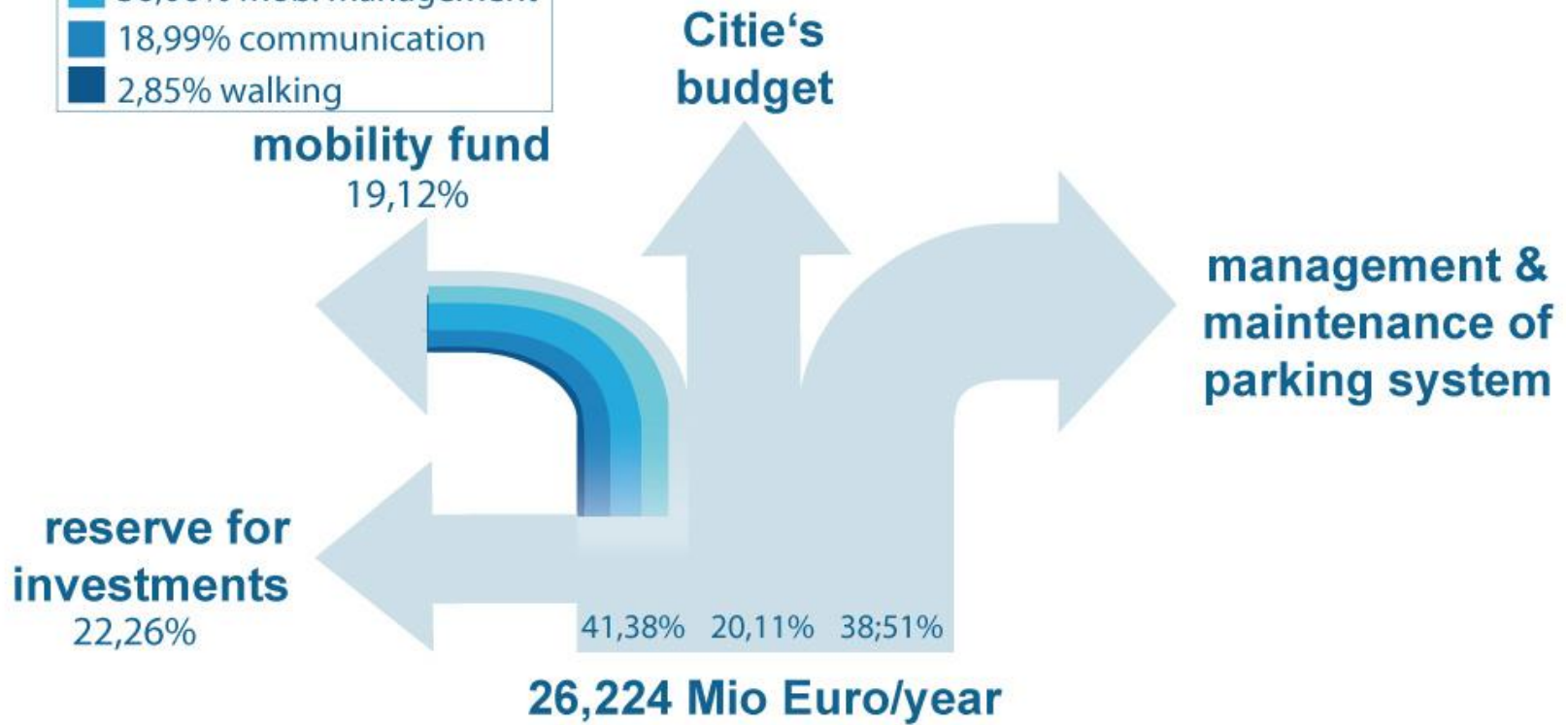


P PUSH & PULL



Example: Use of parking fees in Ghent

- 18,82% cycling
- 23,27% pt
- 36,06% mob. management
- 18,99% communication
- 2,85% walking

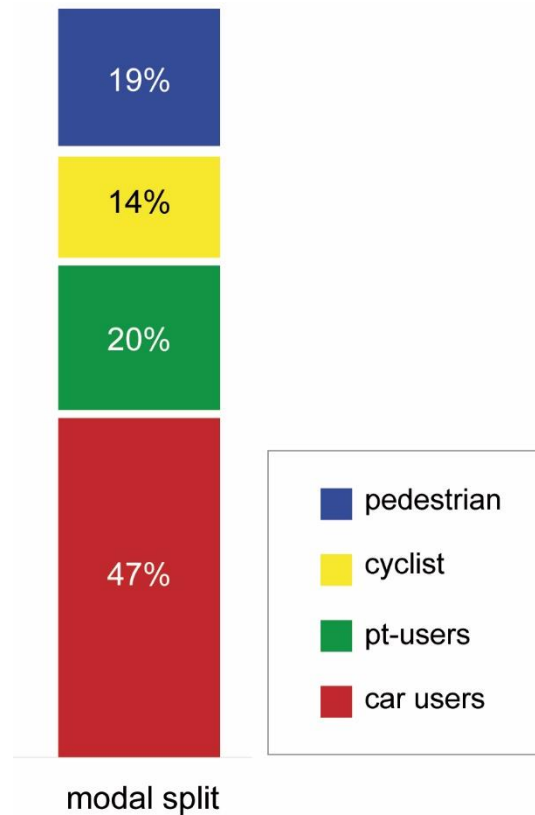


Source: Municipal Mobility Company of the City of Ghent

Use of public space for stationary traffic

Graz, Austria

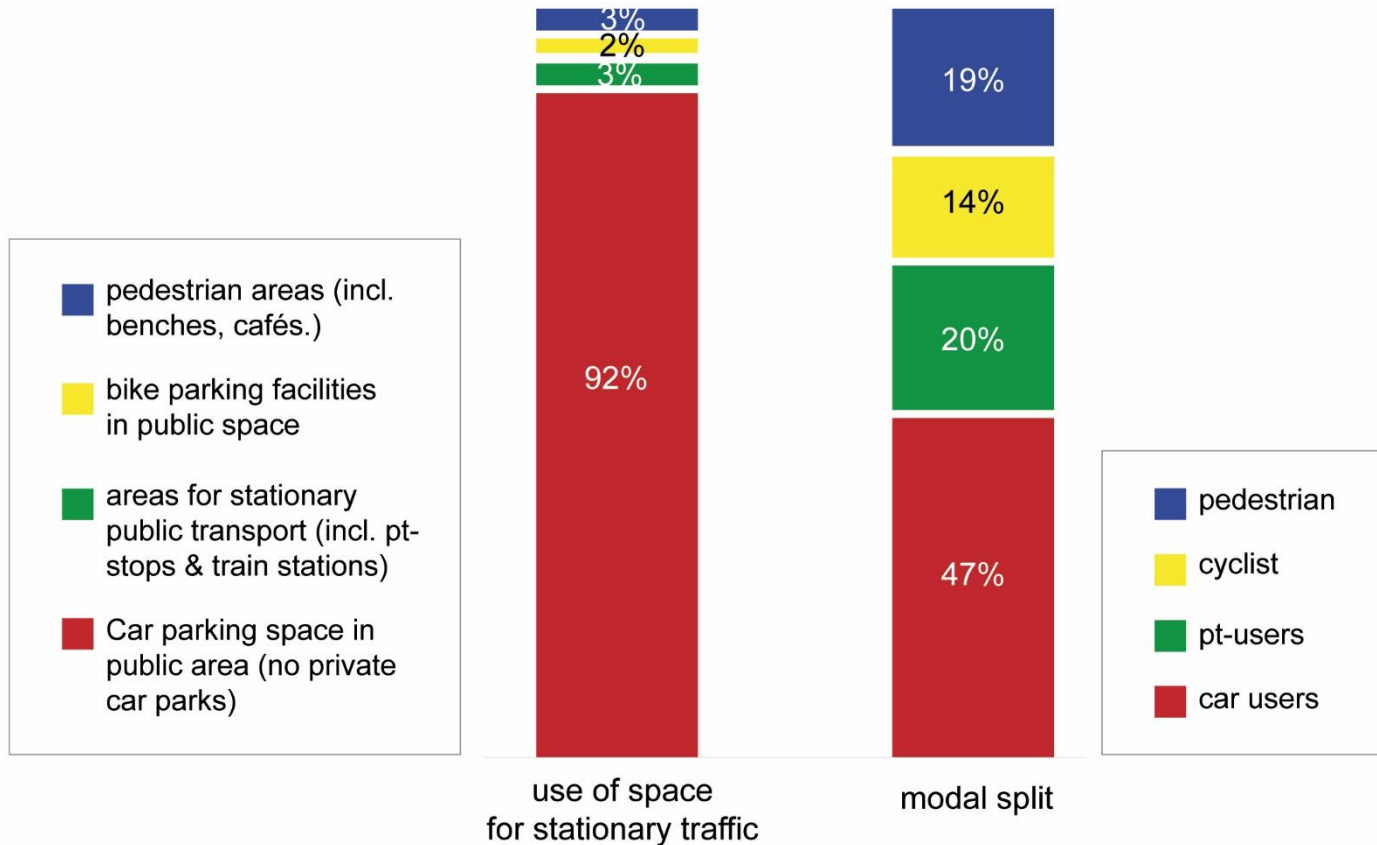
Source: Austrian Mobility Research 2011
and City of Graz 2013



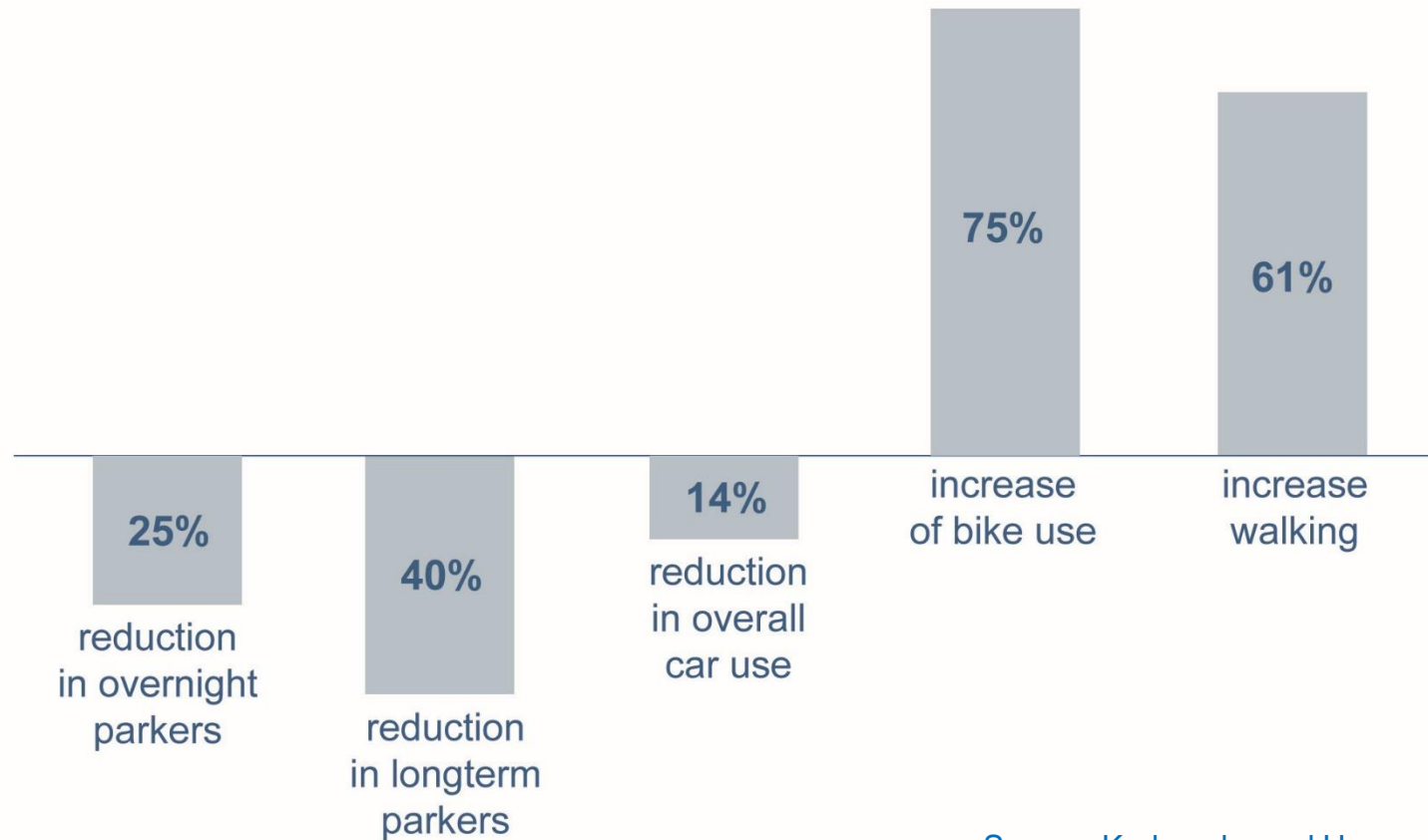
Use of public space for stationary traffic

Graz, Austria

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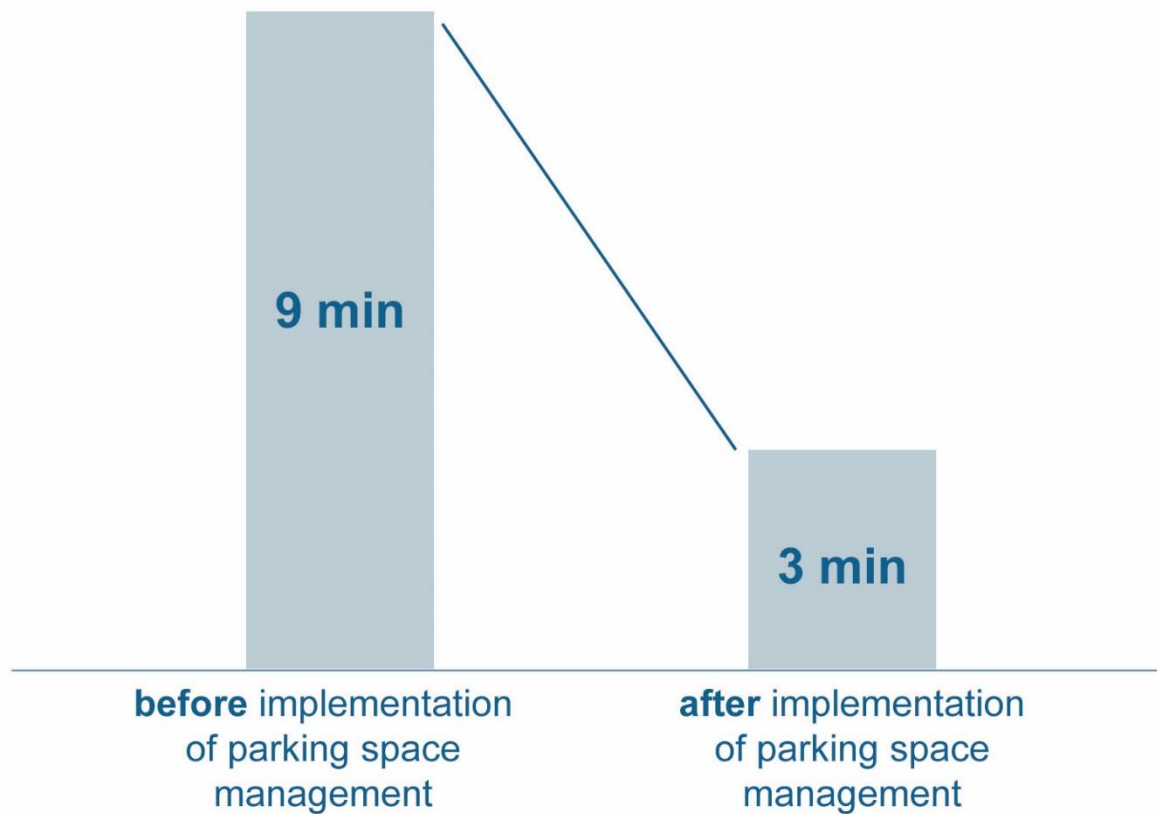
Results of active parking management in Munich



Source: Kodransky and Herrmann, ITDP, 2011

Average time to find a parking space

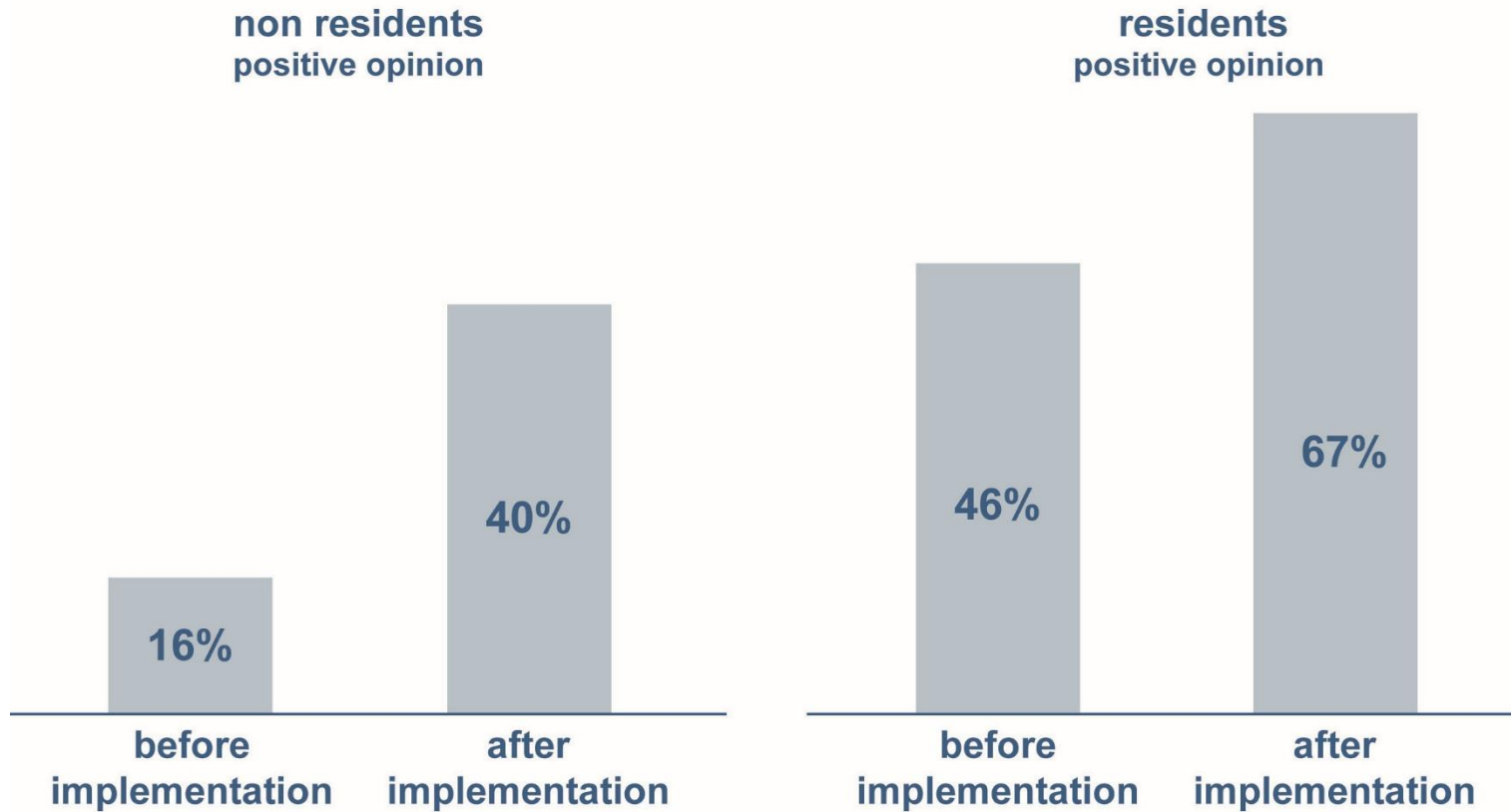
Vienna, districts 6-9



Source: COST 342,, 2005

Acceptance of parking space management

Vienna, districts 6-9



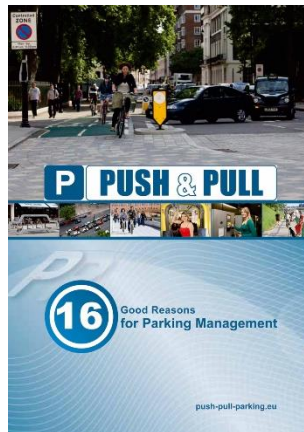
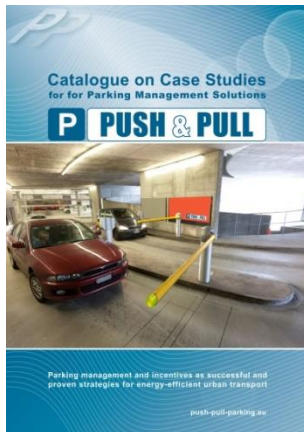
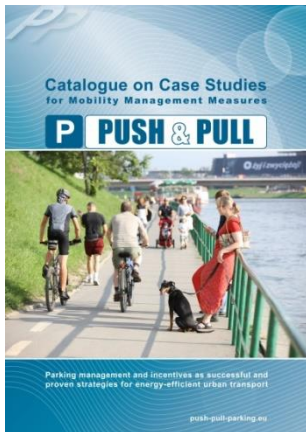
Source: COST 342, 2005

Main outputs and products



Download from:
push-pull-parking.eu

- Catalogue of mobility management measures
- Catalogue of best implementation of parking space management
- Brochure and video clip on 16 good reasons for Parking Management
- Fact sheets of activities of all 8 implementation cities / institutions
- Training material and sessions on parking space management and MM activities
- Brochure with activities of Push & Pull Implementation Cities and sites.
- Project video on the Core Funding Mechanism



FACT SHEET

Country:	United Kingdom
City:	Nottingham
Number of inhabitants:	208,800
Area:	74,61 km ²
Population density:	434/km ²

Parking Policy and the implementation of the Core Funding Mechanism in Nottingham, UK

The core funding mechanism for Nottingham is a Workplace Parking Levy (WPL) introduced in April 2012. It uses the provisions of the UK Transport Act 2000 to levy a charge on occupied private parking places which are used by employees, students/youths. It is the first of its type in the UK.

Legal circumstances/constraints and how the City resolved these

a) In your country, does a city have the power to park by itself (without national or regional legislation)?

local enabling legislation: The City of Nottingham subject to appropriate public consultation and approval by the UK Secretary of State for Transport.

b) The level of charge for each workplace parking place was specified in the following table appears in the order:

The licensing year commencing 1 April 2011	£0
The licensing year commencing 1 April 2012	£25
The licensing year commencing 1 April 2013	£25
The licensing year commencing 1 April 2014	£201
The licensing year commencing 1 April 2015 and any subsequent licensing year	£306

Many thanks! Robert Pressl pressl@fgm.at

The Push&Pull Core Funding Mechanism

Using revenue from parking management earned for the implementation and promotion of sustainable transport measures.