

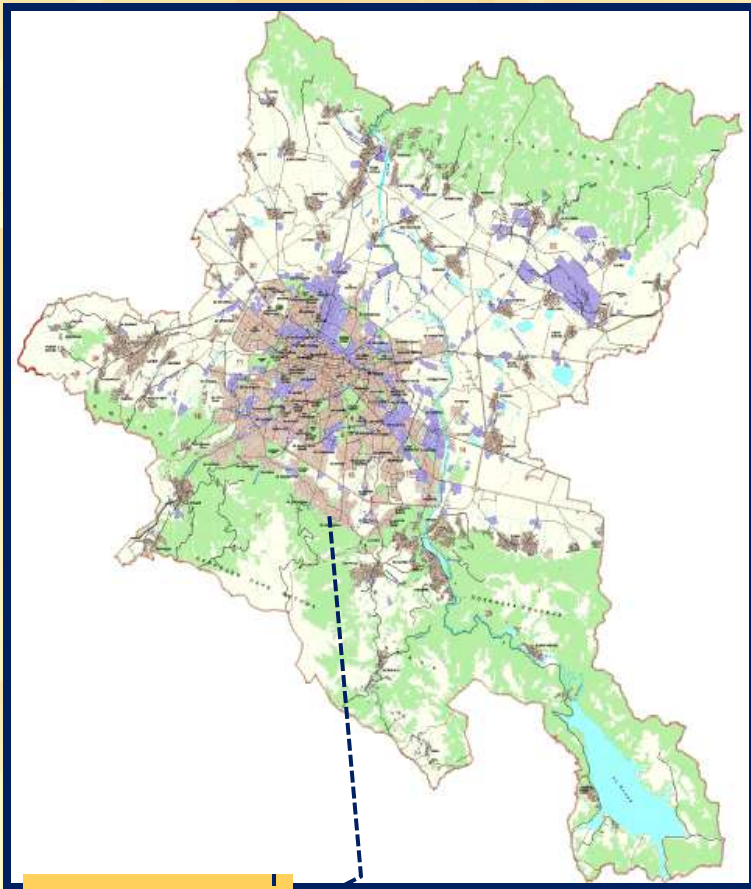


NEW SOFIA PARKING POLICY

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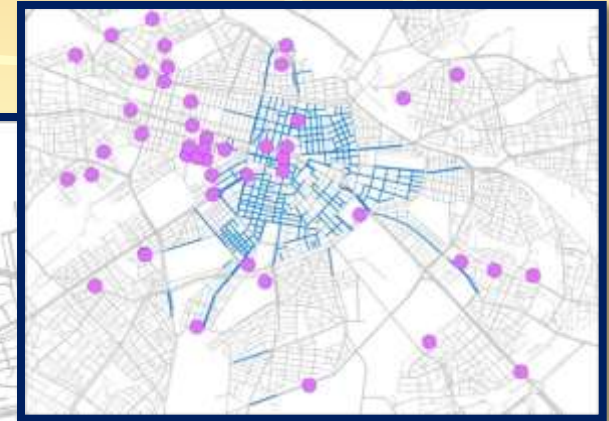
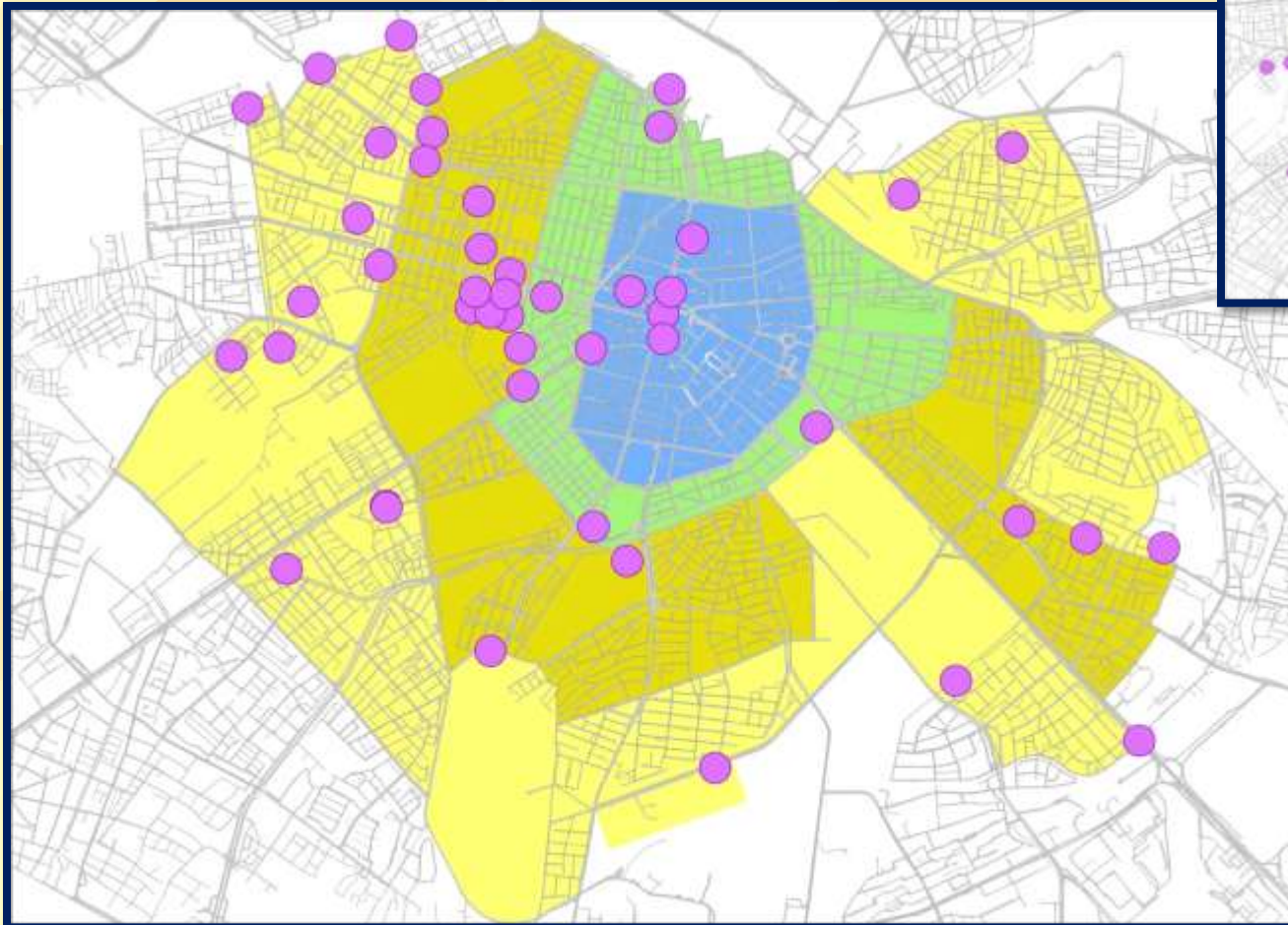
SOFIA MOBILITY SITUATION AS A PRECONDITION FOR INTRODUCTION OF NEW PARKING POLICY



Sofia
Municipality

- Population: Sofia city 1 291 591 (census 04.2011, NSI), Sofia municipality – more than 1.6 Mio
- Surface: city 492 km², municipality 1310 km²
- Level of motorization: 720
- Modal split: Cars – 47%; PT – 32%; Foot – 14%; Cyclists – 3%; Motors - 1%
- One parking zone - “BLEU ZONE”
- 10 734 open-air parking places
- 2630 parking places in underground parking spaces
- 6194 parking places in paid parking spaces
- At least 32 000 parking places needed

EXISTING PAID PARKING SPACES ON THE TERRITORY OF SOFIA MUNICIPALITY



- 46 parking spaces exist in the three zones
- 6194 parking places
- They don't solve the parking problems of Sofia city

THE LACK OF PARKING PLACES PROVOKES MANY ROAD TRAFFIC OFFENCES





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NEED FOR INTRODUCTION OF NEW PARKING POLICY

- The Municipality recognized the need of new parking policy
- There were several preconditions:
 - 2 MOBILITY PROJECTS RUNNING IN SOFIA – **BENEFIT** (SINCE 09.2008) AND **EPOMM PLUS** (SINCE 06.2009) and the notion of MM was successfully introduced
 - CITY MOBILITY CENTER created in March 2009
 - A lot of EVENTS PROMOTING MM conducted in Sofia, EPOMM network created, more than 5000 printed materials distributed and national media were involved
 - Large specter of STAKEHOLDERS involved: Ministry of Transport, PT Companies, transport syndicates, scientific institutions, universities, experts, NGOs and citizens.

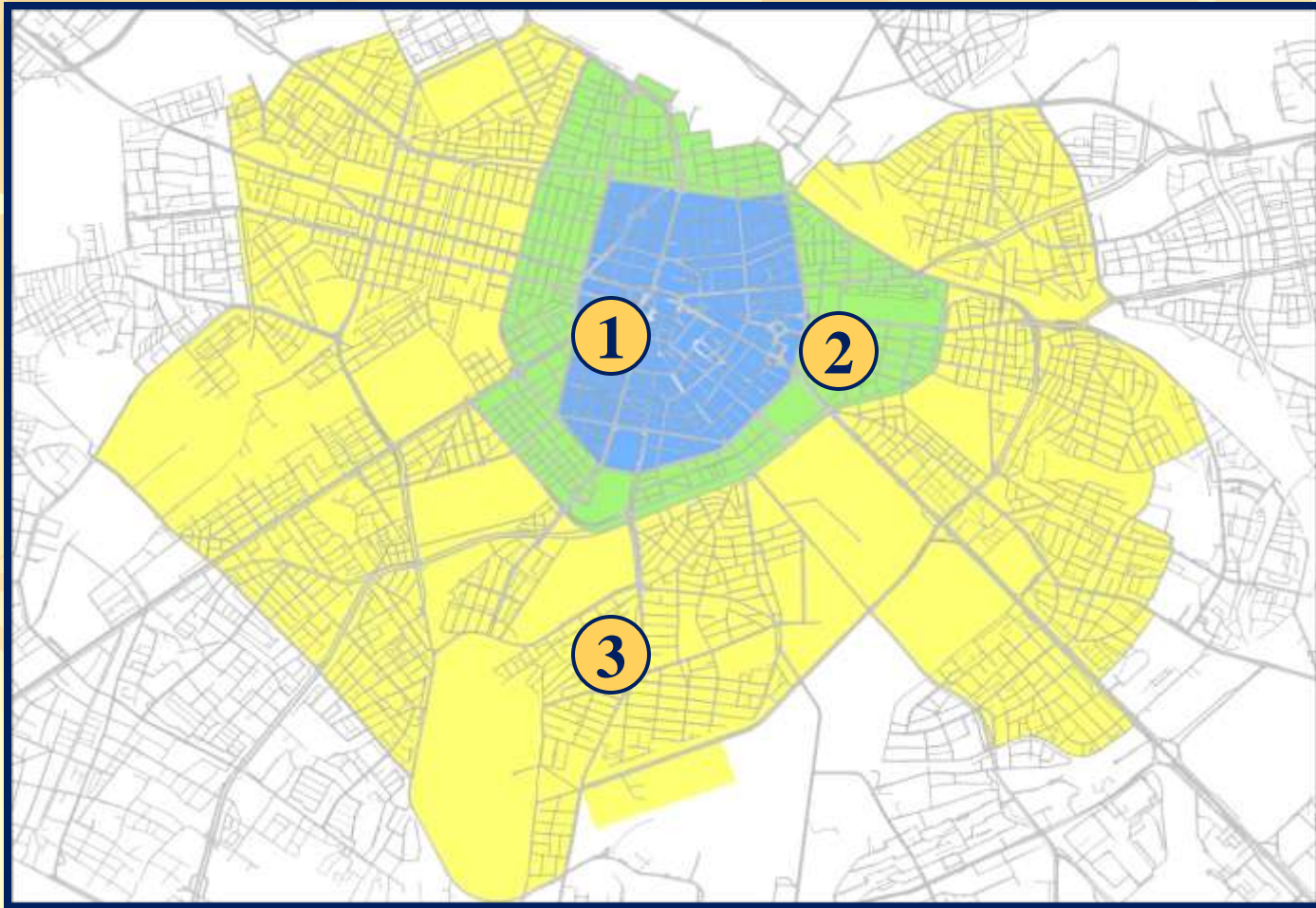
STEPS FOR INTRODUCTION OF NEW PARKING POLICY

- **SURVEY:** For the first time in Sofia a survey on parking capacity, duration of parking and behavior of users (drivers) was carried out.
- **METHODOLOGY FOR ANALYSING THE MODE OF USE OF PARKING PLACES** (Elaborated by a team from University of Architecture, Constructions and Geodesy-Sofia): It was applied on GIS using a database for automate mapping of results and generating a series of reports from analyses. Special counters recognized the parking places on the maps and recorded the registration numbers of the vehicles parked. It was possible to distinguish the category of car parking (free, paid per hour, service subscription). Also, erroneous and/or illegally parked vehicles could be registered separately.
- **COLLECTING THE FOLLOWING INFORMATION:**
 - use of parking spaces on the street
 - category of use of the parking place
 - time of parking
 - total number of vehicles in one area during the measurement
 - change and localization of parking capacity
 - relevance of the parking category.

RESULTS FROM THE SURVEY

- The study area was divided on 8 zones according to different characteristics of parking places, the class of the street and locations, containing 23 sections (streets and squares) and 2337 parking spaces. 56088 records were generated in total.
- The average occupancy of all parking lots was of 69% - below the agreed threshold of 85% [Dominique, 2009], where difficulties in parking occurred. However, at certain times of day and in some areas this figure was close to or even exceeded 85% .
- The average length of stay for the target area was 2 hours and 45 minutes.
- Cars parked in the “blue zone” on average spent 43 minutes more than the set 1 hour.
- The average length of stay in the “blue zone” and the service areas differed by only 2 minutes.

THREE ZONES FOR SHORT-TIME PARKING WERE PROPOSED:



FIRST ENLARGEMENT OF THE “BLUE ZONE” : 800 NEW PARKING PLACES IMPROVING THE STREETS’ TRAFFIC



PREFERENCES

PRE-PAID PARKING CARDS

- With these cards drivers could park everywhere in Sofia, paying the corresponding tariffs for the zones. The prices of the cards must be announced after the final design of the three zones.

PARKING FOR RESIDENTS

- The price for parking of the residents' cars should be determined on cost price basis and should be the same for all zones in the capital. The proposed amount is of 10 BGN/month (120 BGN per year or 60 EUR).

INDICATION



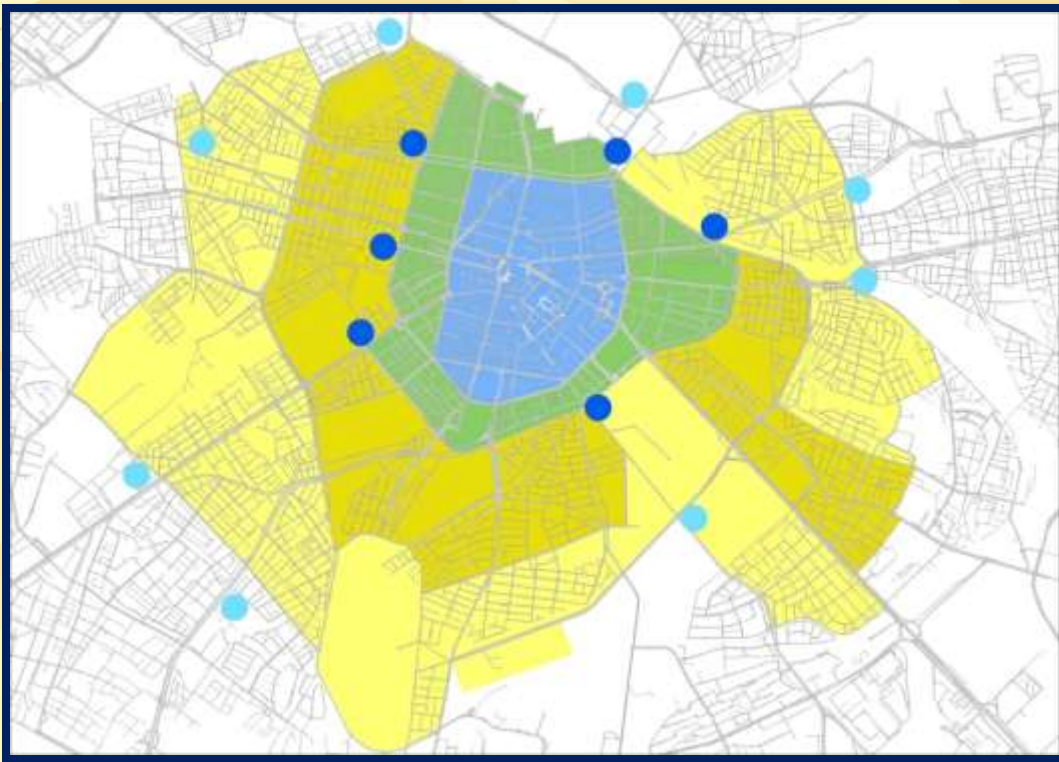
- Parking places in the open-air parking zones for short-stay paid parking known as the Blue Zone are indicated by road surface markings, and road signs and signboards on which are indicated the terms for parking. Cameras may be installed to monitor the spaces.
- It was proposed to introduce the same indication for the three zones with inscription of the color.
- It was necessary to introduce some amendments in the existing legal frame (Road Traffic Law and the Ordinance for Transport organization of Sofia Municipality)

FURTHER OPTIMIZATION OF SOFIA PARKING POLICY

- Full prohibition for parking on the main city roads (big boulevards and streets used by PT) in order to facilitate the running of the PT and avoid congestions
- To create free-of-charge parking spaces for cyclists preferably outside of parking zones (or in proportion 1:100 in parking zones)
- To create free-of-charge parking spaces for motors in the parking zones in proportion 1:100
- Electromobiles may park free-of-charge in the three zones
- To indicate with signs the parking places for taxis, which must be treated as part of the PT.

CONSTRUCTION OF NEW PARKING SPACES

- Construction of open-air parking spaces at 6-8 main entrances to the city centre in order to be used by drivers going to the central part of Sofia.



- Construction of parking spaces on the borders of the “Yellow zone” thus applying “park-and-ride” method of transport.

RECOMMENDATIONS FOR MM IN SOFIA

- To **introduce SUMP** as a main tool for city transport planning and management
- To **strengthen the elaboration of MM schemes** for the personnel of capital's companies and organizations.
- To **reduce the automobile flow crossing the city centre** (by creating pedestrian zones, introducing congestion charge, etc.)
- To improve the **quality of the public transport**
- To **introduce the Park & Ride** principle by construction of huge parking spaces close to the terminal metro stations.
- To **introduce an Integrated Transport System** in the Sofia Mobility Centre for control and optimization of the city traffic.
- To **perform regular studies** of the transport situation for determining the demand and supply of PT, the customer satisfaction of PT services, the number of cars entering the city centre, the parking conditions, etc.

The background of the slide features a stylized, abstract pattern of overlapping leaves in various shades of yellow and orange, creating a warm, autumnal feel.

**THANK YOU FOR YOUR
ATTENTION!**

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