

First Results of the New Resident Parking Scheme in Stuttgart-West



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Surveys

- without resident parking scheme: March 2007
- with resident parking scheme: March 2011 (01.03 bis 04.03)
April 2011 (11.04 bis 14.04)

Indicators

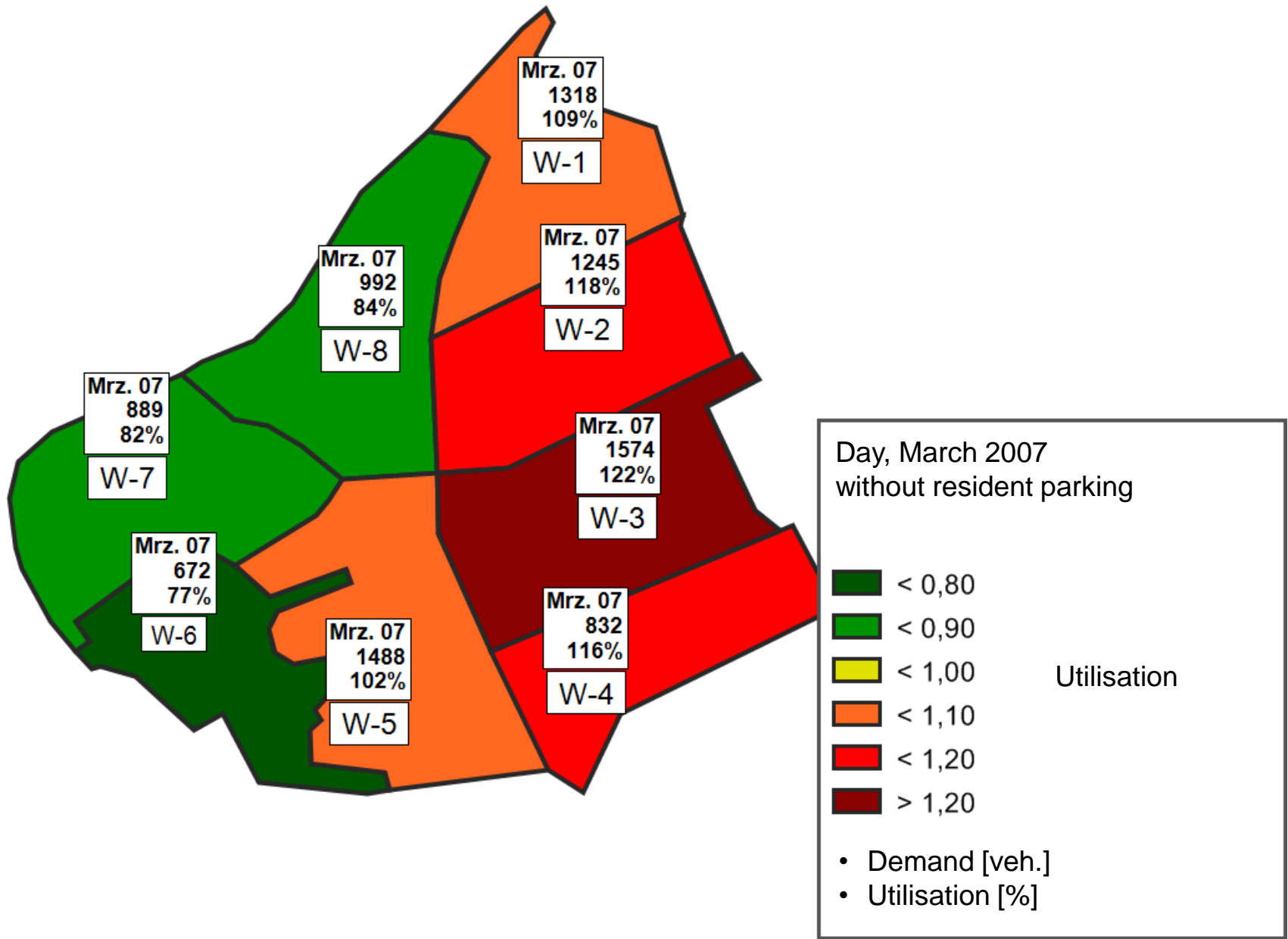
- Demand (day / night)
- Utilisation (day / night)
- Free parking stalls (day / night)
- Illegal parkers (day / night)



Day

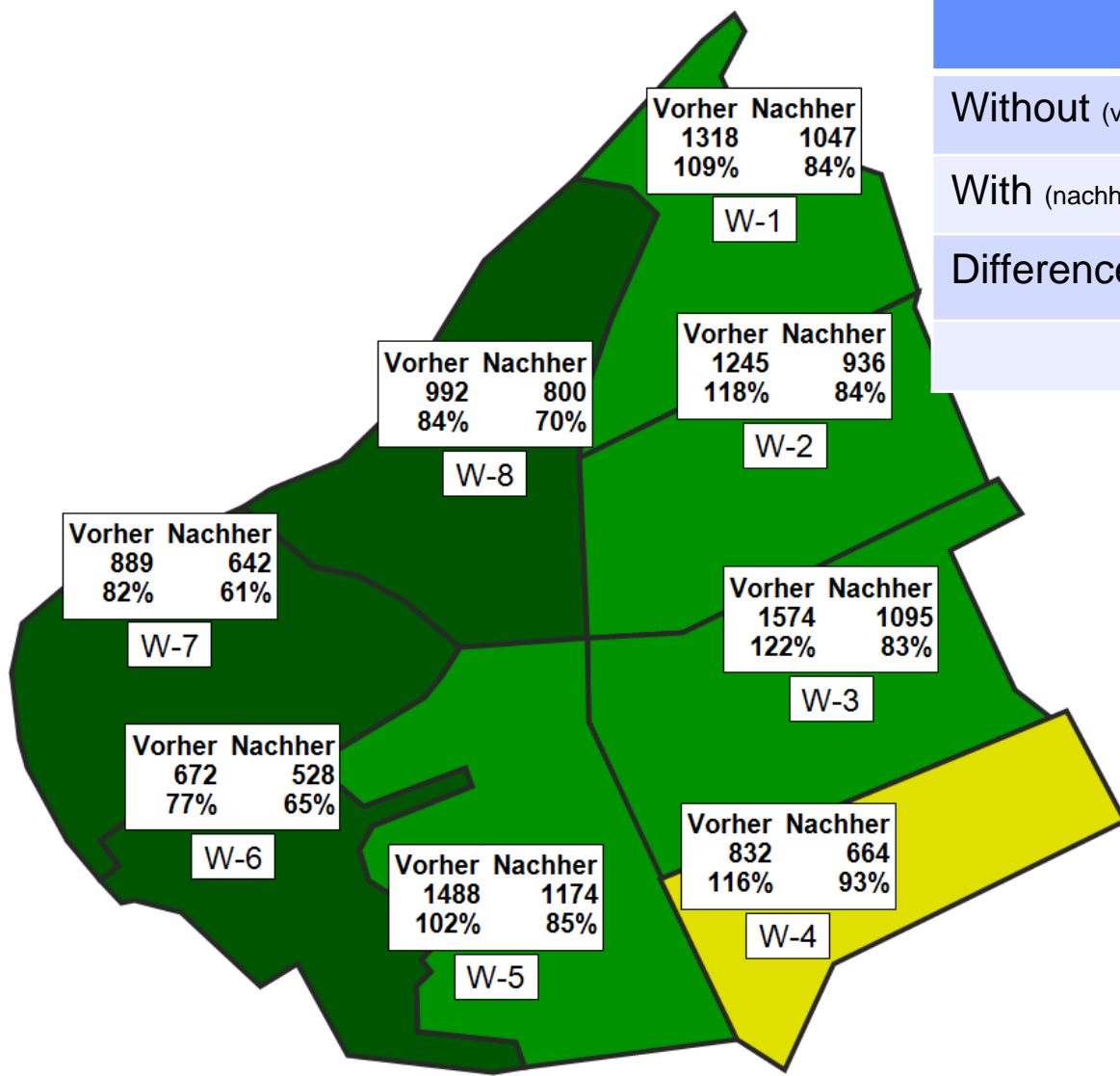


Demand & Utilisation (without, day, March 2007)





Demand & Utilisation (without / with, day, March 2011)



	Demand	Utilisation
Without (vorher)	9.000	100 %
With (nachher)	6.900	80 %
Difference	- 2.100	- 20 %
	- 23 %	

Day, March 2011
with resident parking

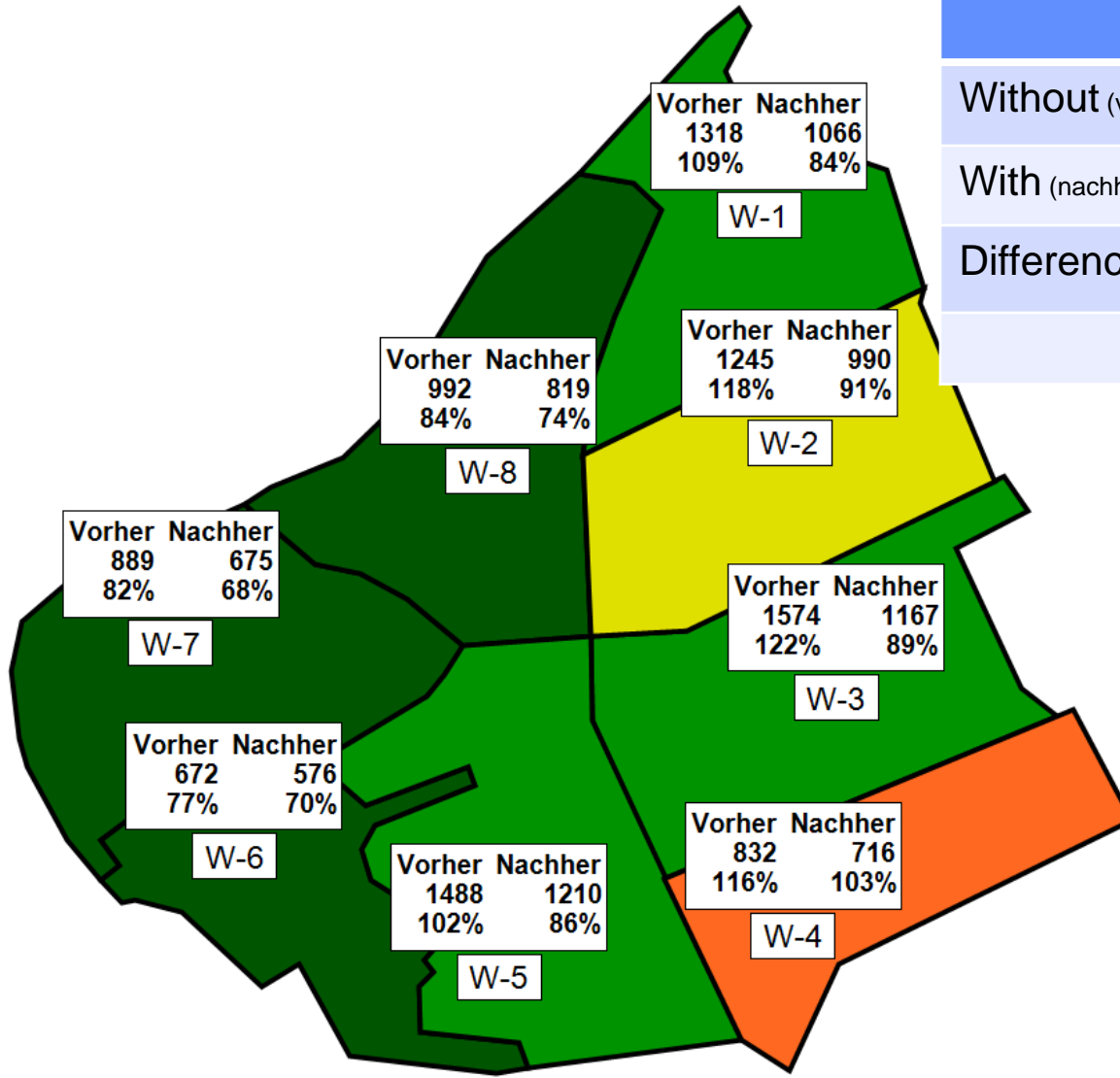
Utilisation

- < 0,80
- < 0,90
- < 1,00
- < 1,10
- < 1,20
- > 1,20

- Demand [veh.]
- Utilisation [%]



Demand & Utilisation (without / with, day, April 2011)



	Demand	Utilisation
Without (vorher)	9.000	100 %
With (nachher)	7.200	85 %
Difference	- 1.800	- 15 %
	- 20 %	

Day, April 2011
with resident parking

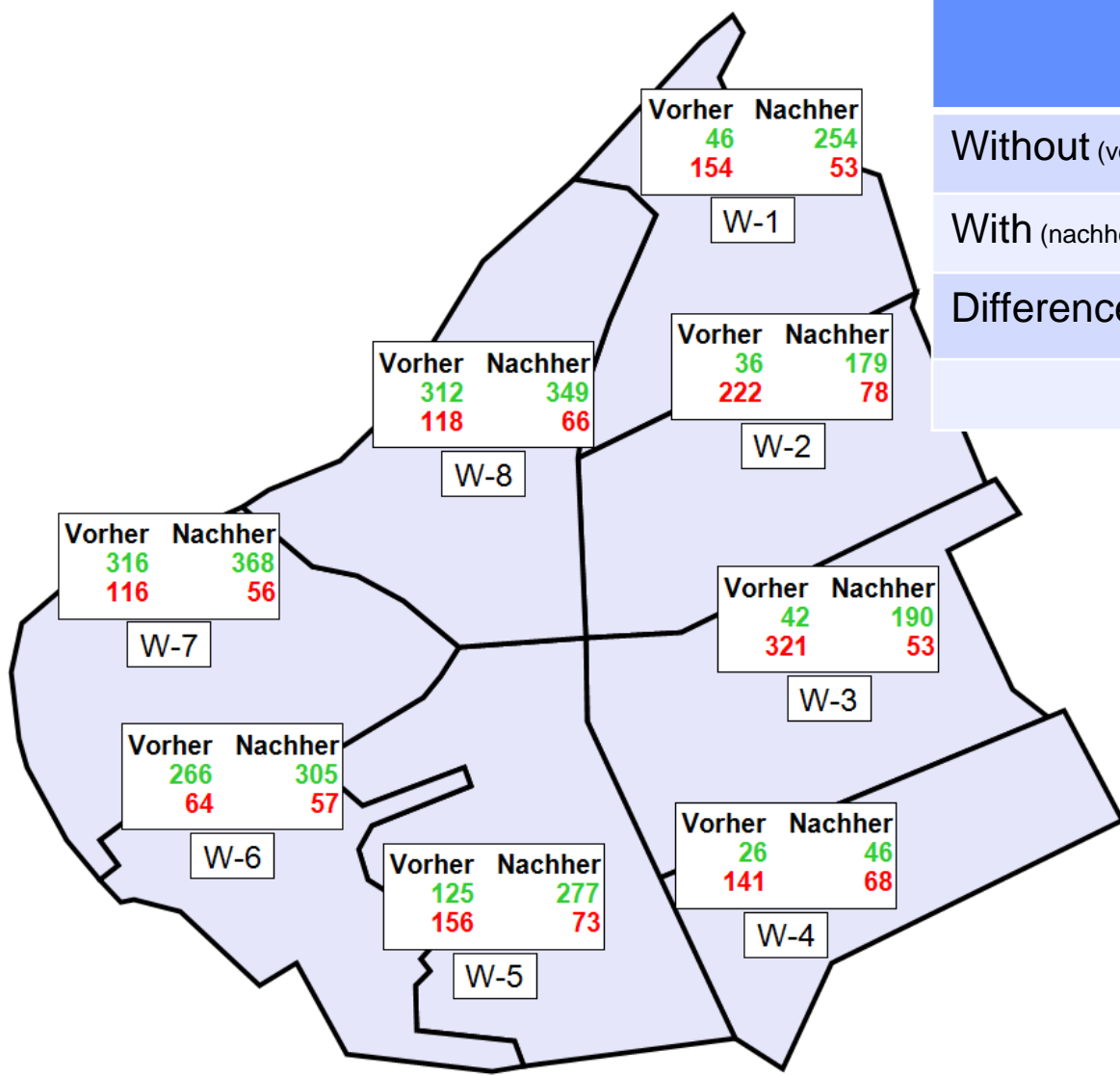
Utilisation

- < 0,80
- < 0,90
- < 1,00
- < 1,10
- < 1,20
- > 1,20

- Demand [veh.]
- Utilisation [%]



Free Parking Stalls & Illegal Parkers (without / with, day, April 2011)



	Empty Parking Stalls	Illegal Parkers
Without (vorher)	1.200	1.300
With (nachher)	2.000	500
Difference	+ 800	- 800
	+ 70 %	- 60 %

Day, April 2011

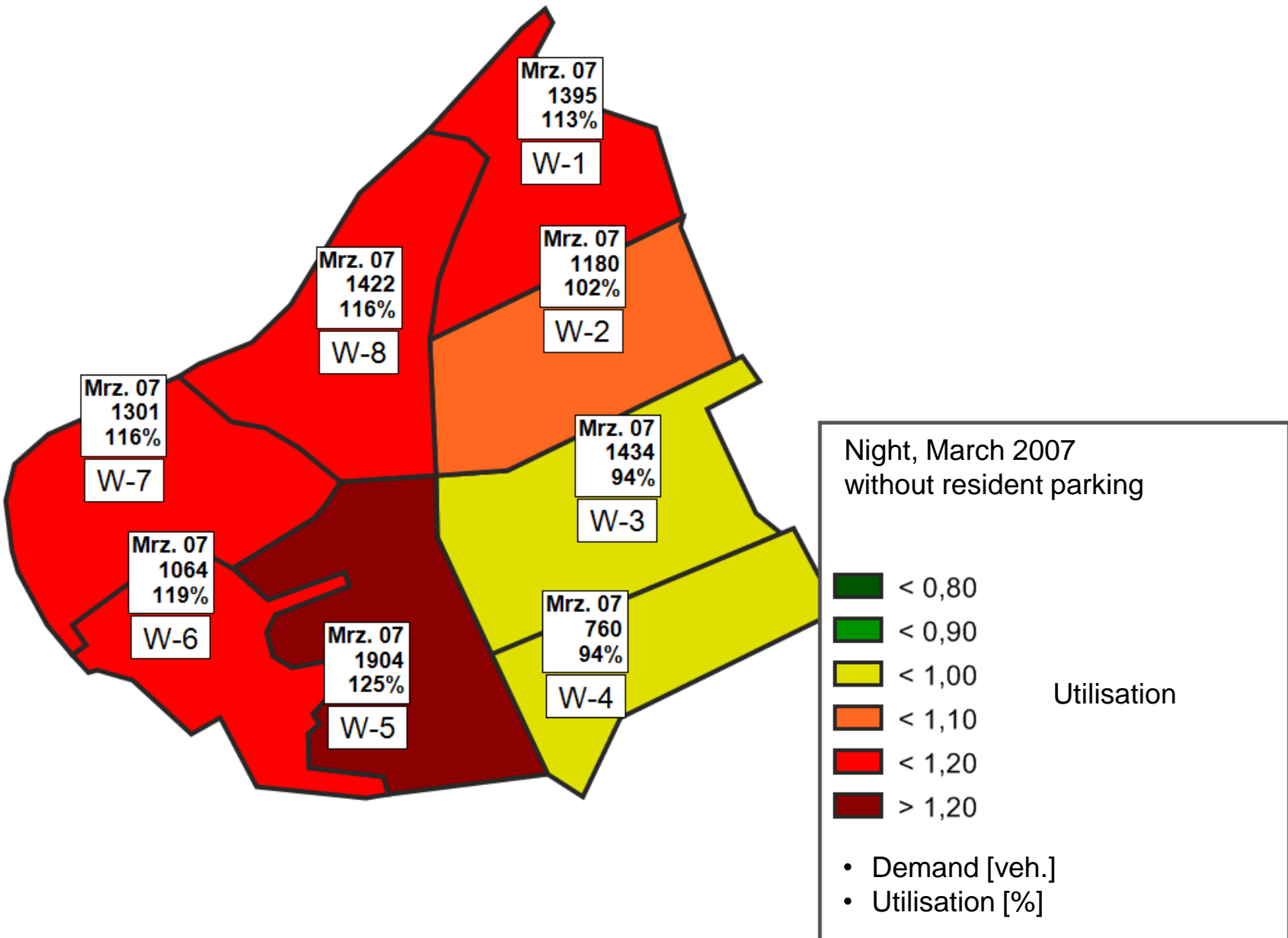
- free parking stalls
- Illegal Parkers



Night

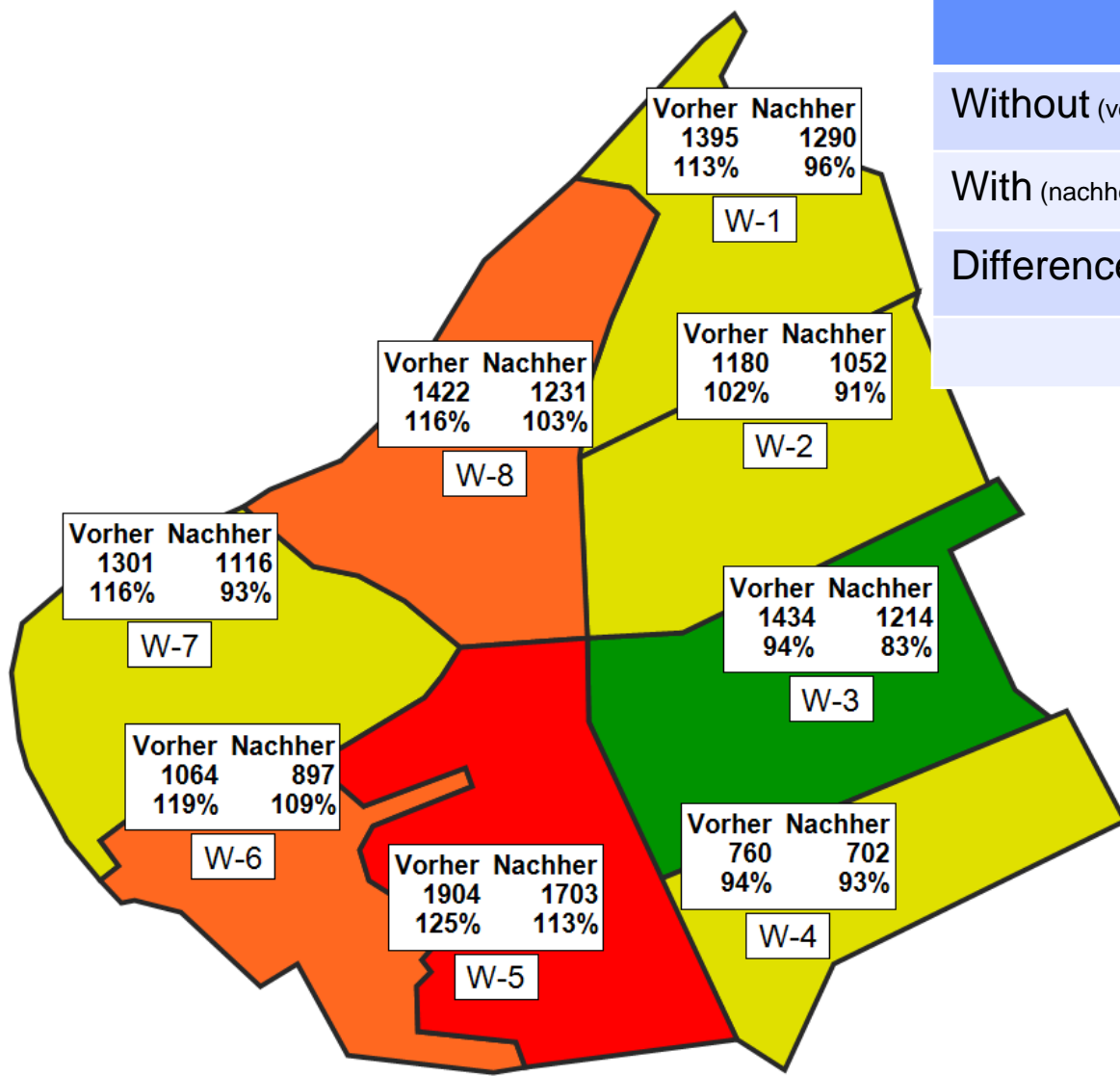


Demand & Utilisation (without, night, March 2007)





Demand & Utilisation (without / with, night, March 2011)



	Demand	Utilisation
Without (vorher)	10.500	110 %
With (nachher)	9.200	98 %
Difference	- 1.300	- 12 %
		- 12 %

Night, March 2011
with resident parking

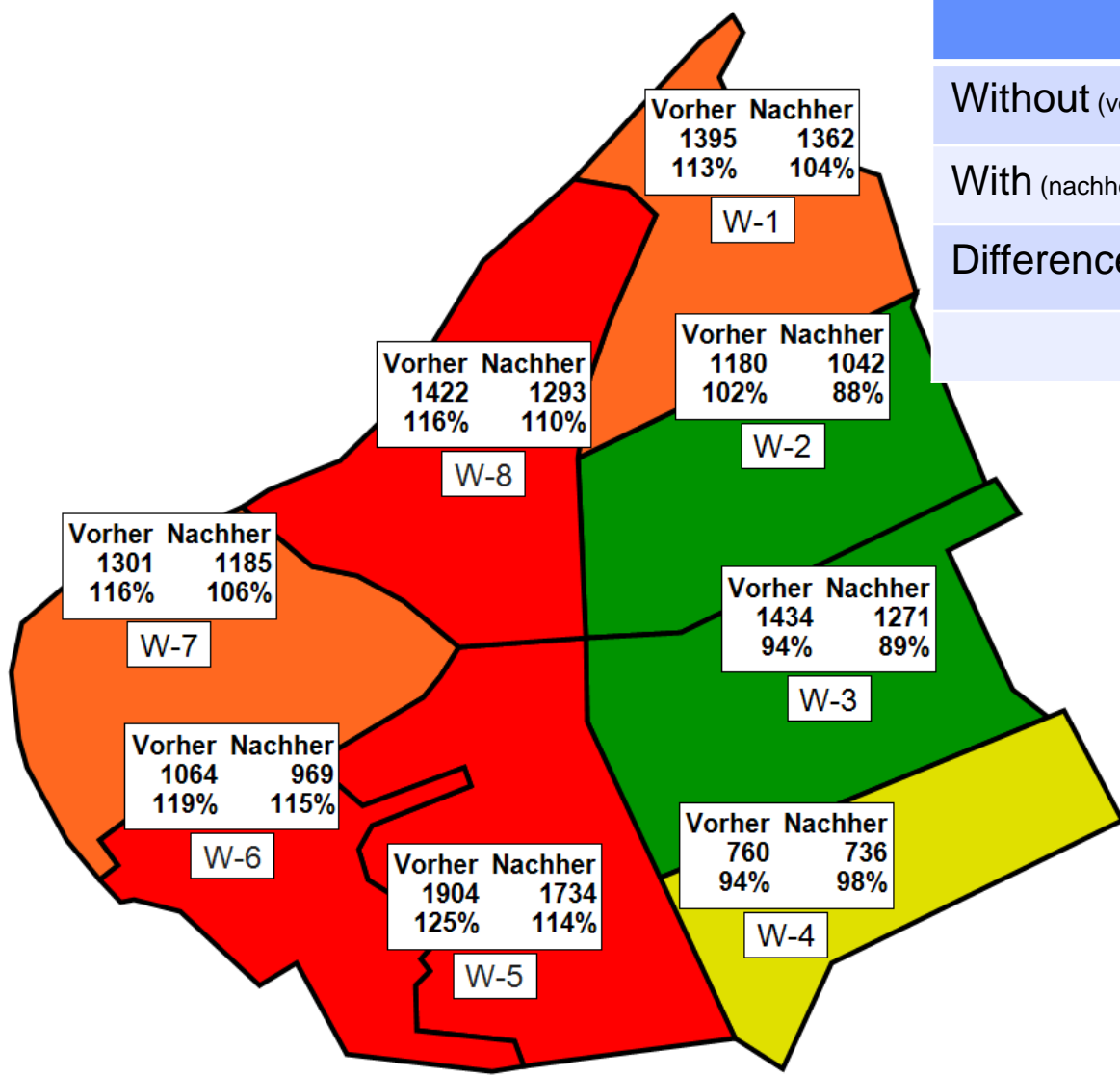
Utilisation

- < 0,80
- < 0,90
- < 1,00
- < 1,10
- < 1,20
- > 1,20

- Demand [veh.]
- Utilisation [%]



Demand & Utilisation (without / with, night, April 2011)



	Demand	Utilisation
Without (vorher)	10.500	110 %
With (nachher)	9.600	103 %
Difference	- 900	- 7 %
	- 9 %	

Night, April 2011
with resident parking

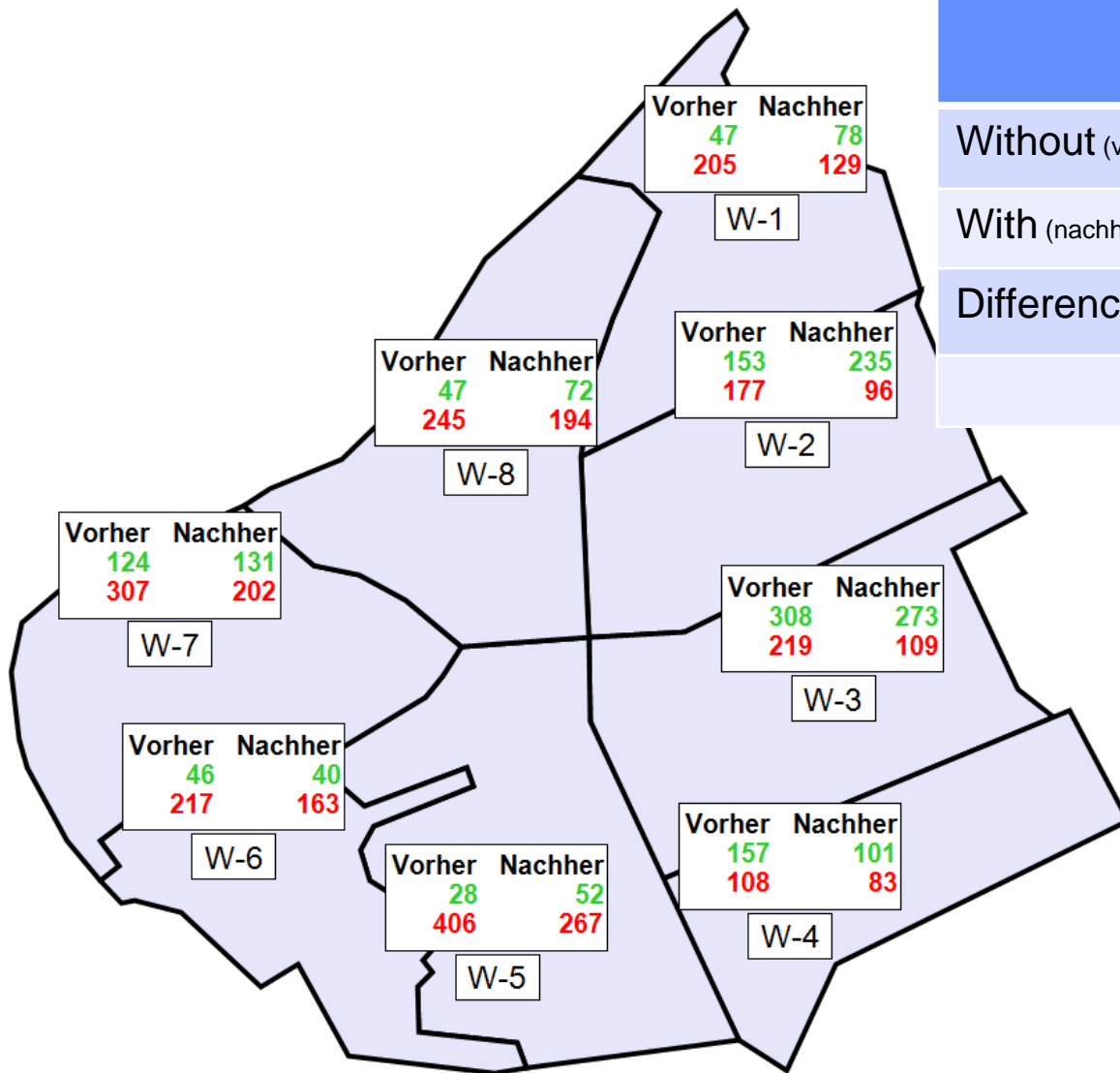
Utilisation

- < 0,80
- < 0,90
- < 1,00
- < 1,10
- < 1,20
- > 1,20

- Demand [veh.]
- Utilisation [%]



Free Parking Stalls & Illegal Parkers (without / with, night, April 2011)



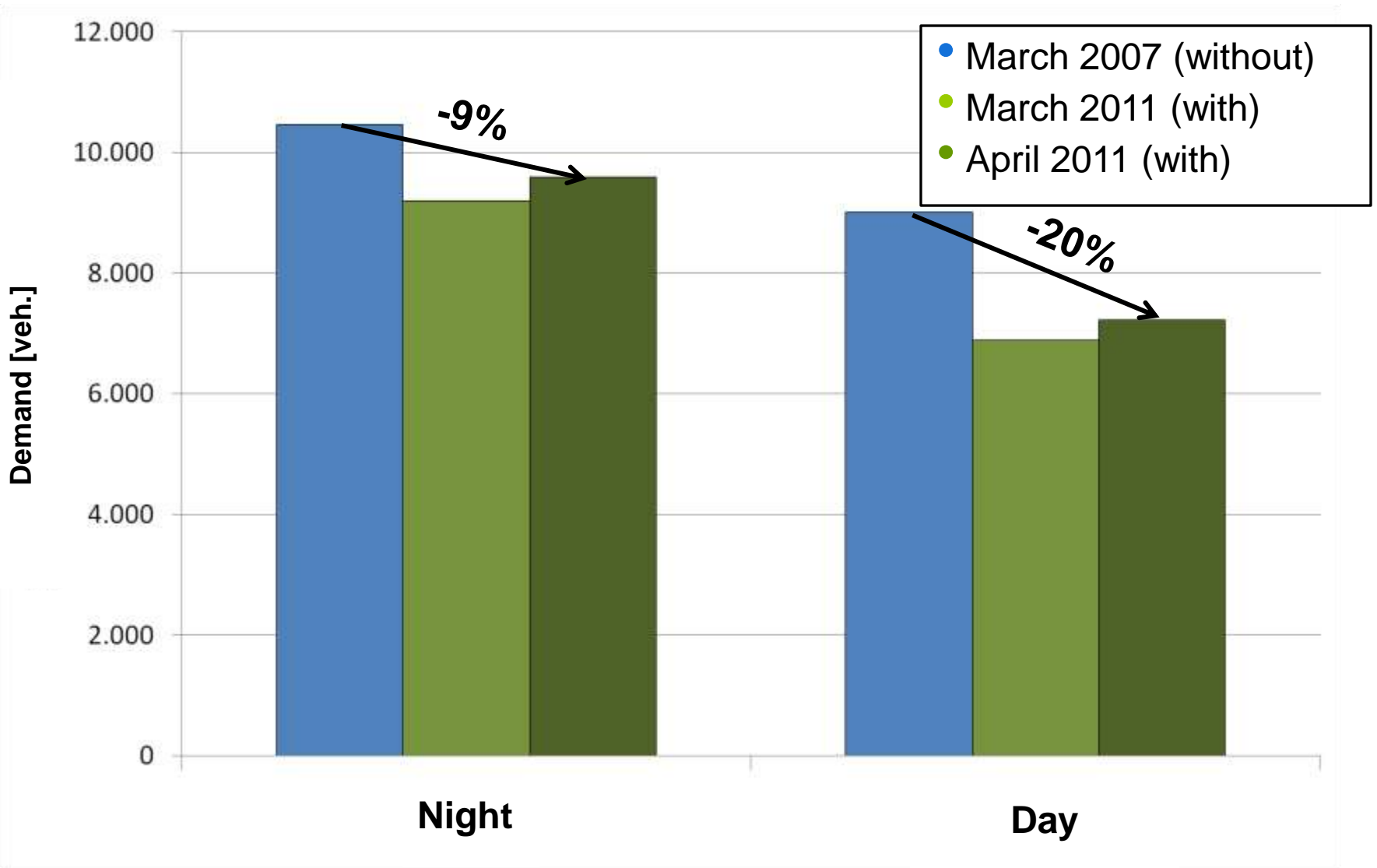
	Empty Parking Stalls	Illegal Parkers
Without (vorher)	900	1.900
With (nachher)	1.000	1.250
Difference	+ 100	- 650
	+ 10 %	- 35 %

Night, April 2011

- free parking stalls
- Illegal Parkers



Change in Parking Demand

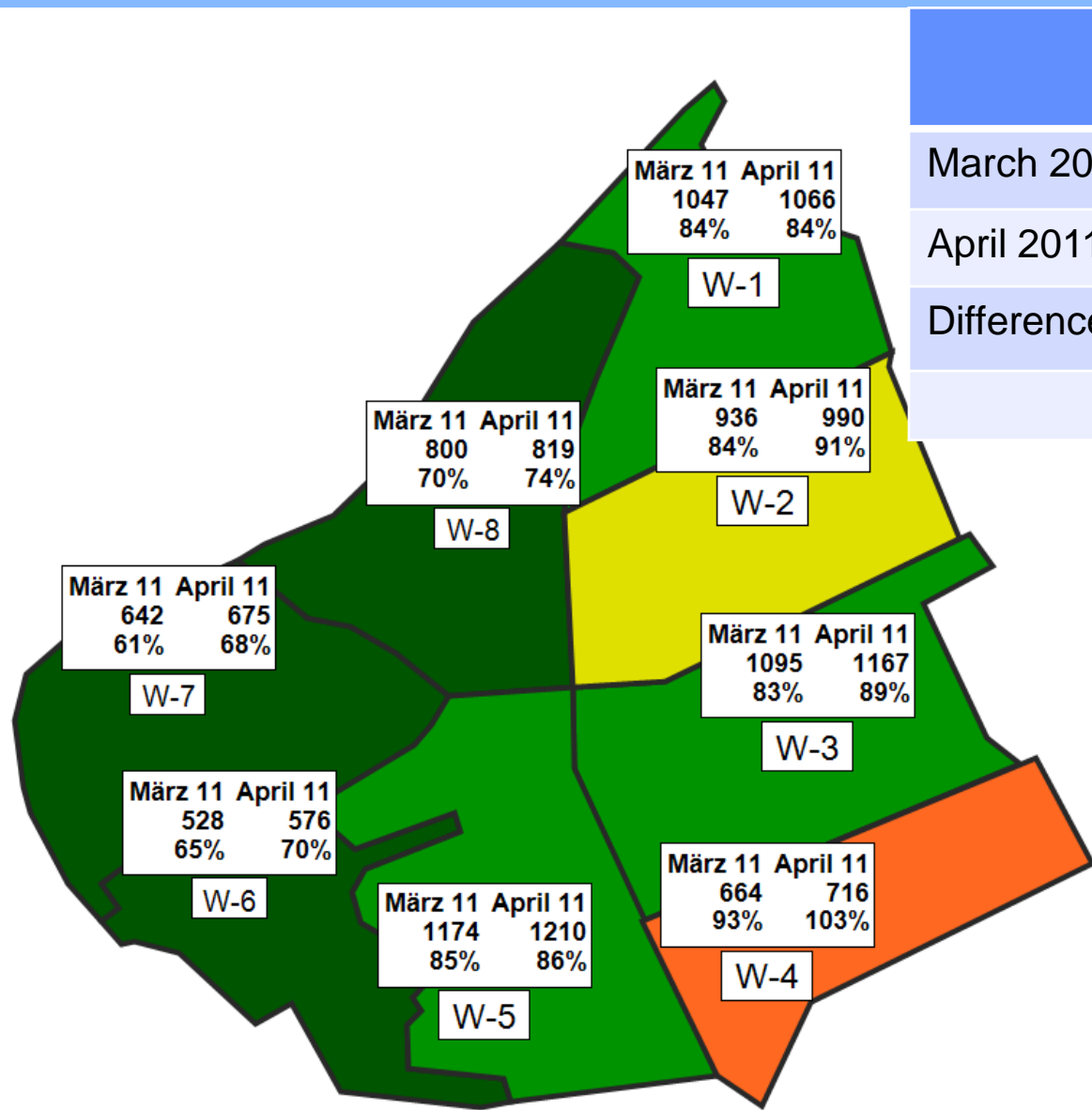




**Thank you for
your
attention!**



Demand & Utilisation (with, day, March / April 2011)



	Demand	Utilisation
March 2011	6.900	80 %
April 2011	7.200	85 %
Difference	+ 300	+ 5 %
	+ 5 %	

Day, April 2011
with resident parking

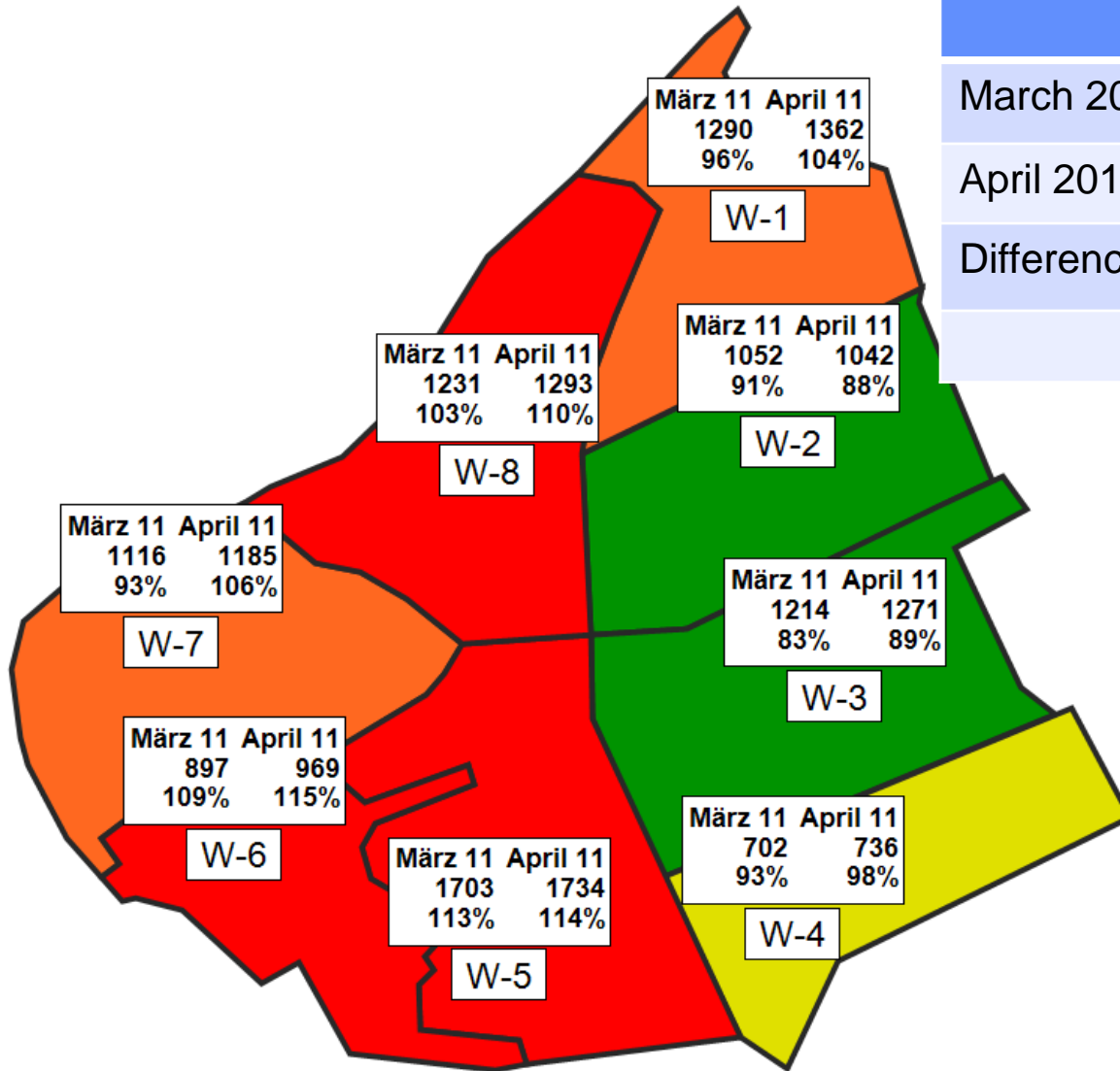
Utilisation

- < 0,80
- < 0,90
- < 1,00
- < 1,10
- < 1,20
- > 1,20

- Demand [veh.]
- Utilisation [%]



Demand & Utilisation (with, night, March / April 2011)



	Demand	Utilisation
March 2011	9.200	98 %
April 2011	9.600	103 %
Difference	+ 400	+ 5 %
	+ 5 %	

Night, April 2011
with resident parking

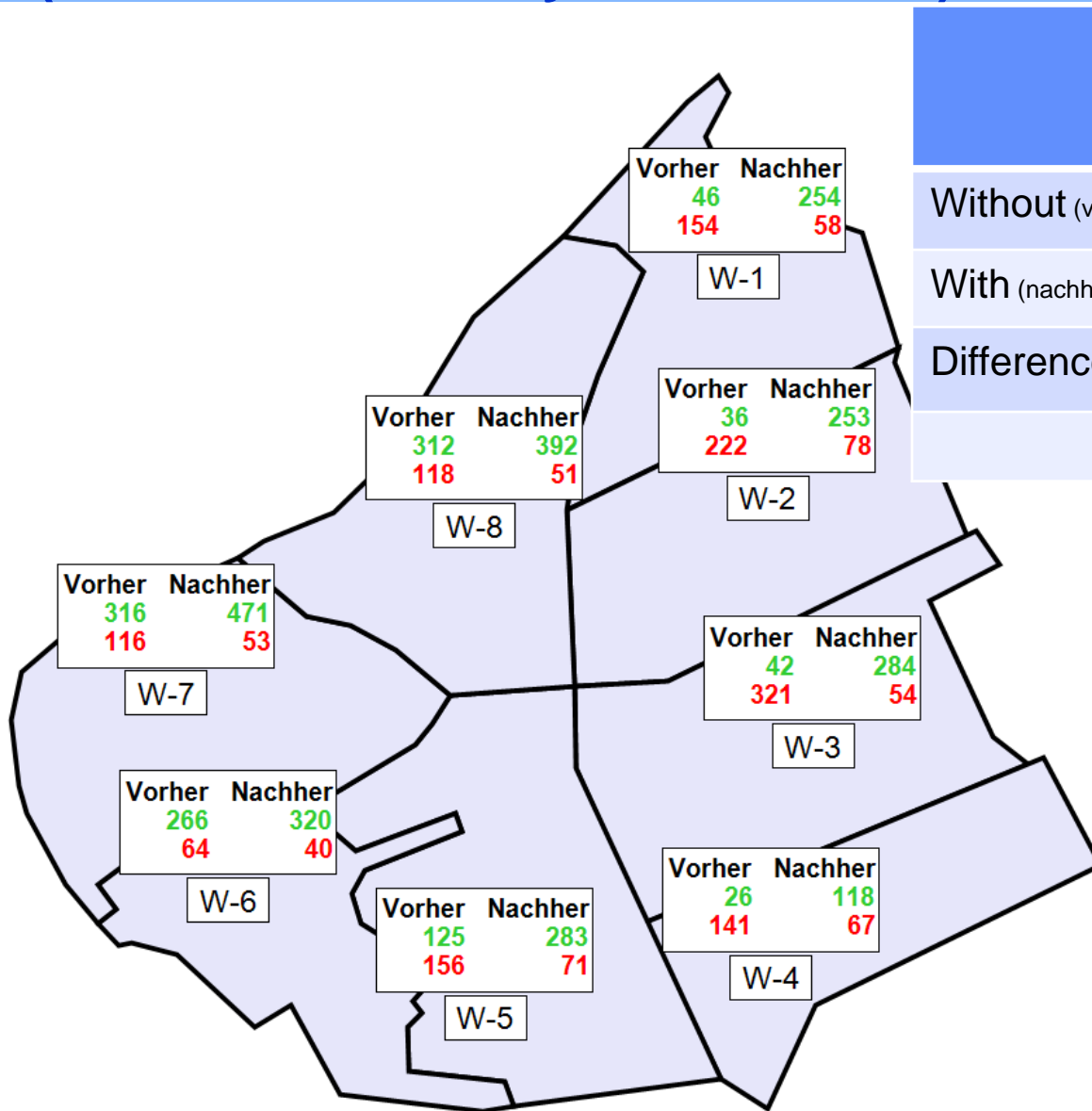
Utilisation

- < 0,80
- < 0,90
- < 1,00
- < 1,10
- < 1,20
- > 1,20

- Demand [veh.]
- Utilisation [%]



Free Parking Stalls & Illegal Parkers (without / with, day, March 2011)



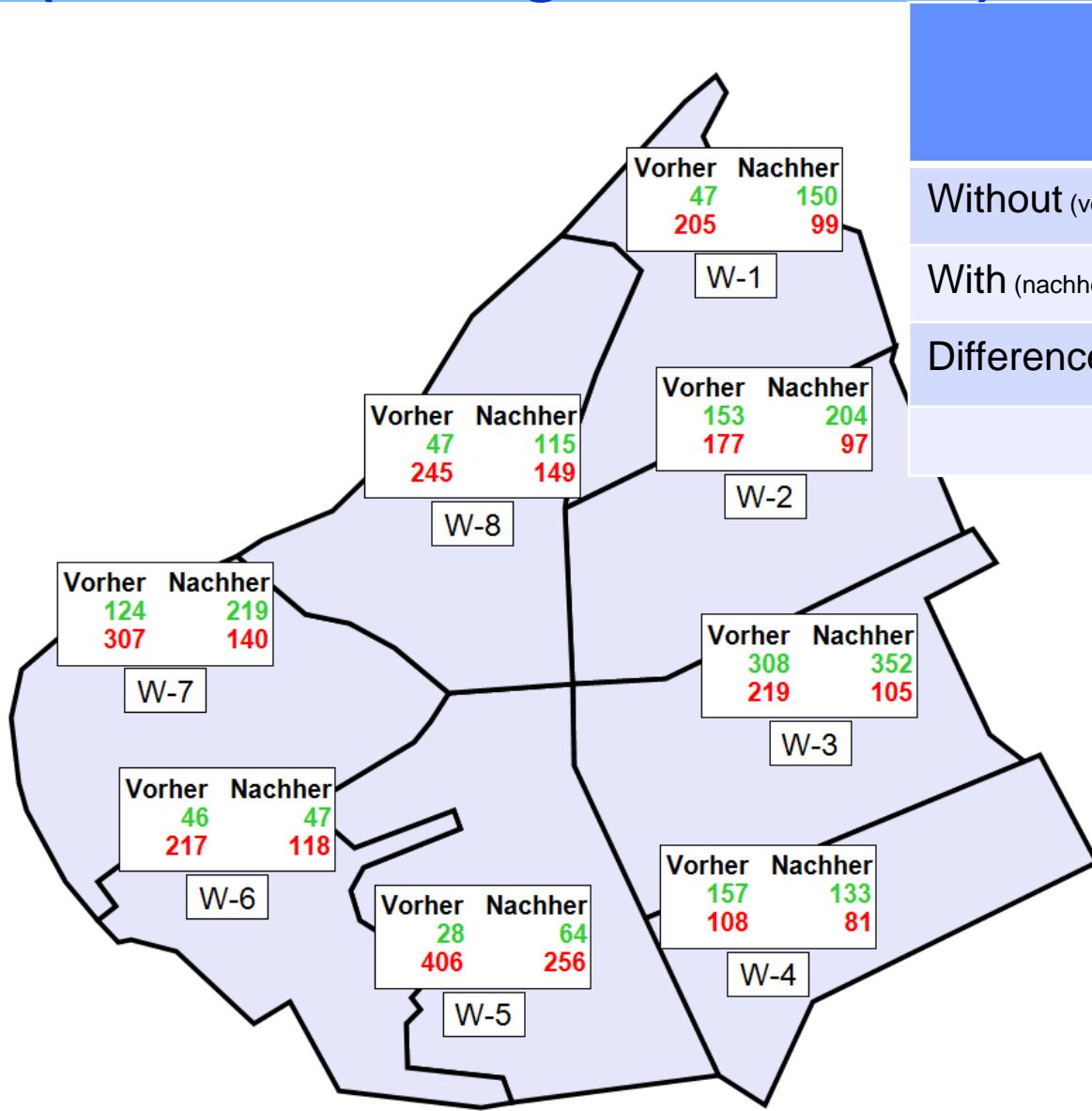
	Empty Parking Stalls	Illegal Parkers
Without (vorher)	1.200	1.300
With (nachher)	2.400	500
Difference	+ 1.200	- 800
	+ 100 %	- 60 %

Day, March 2011

- free parking stalls
- Illegal Parkers



Free Parking Stalls & Illegal Parkers (without / with, night, March 2011)



	Empty Parking Stalls	Illegal Parkers
Without (vorher)	900	1.900
With (nachher)	1.300	1.050
Difference	+ 400	- 850
	+ 40 %	- 45 %

Night, March 2011

- free parking stalls
- Illegal Parkers