



PARK4SUMP

EPA-POLIS Webinar

6th October, 2021

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION



Parking policies enabling new mobility solutions – results and acceptance

 **Kraków**

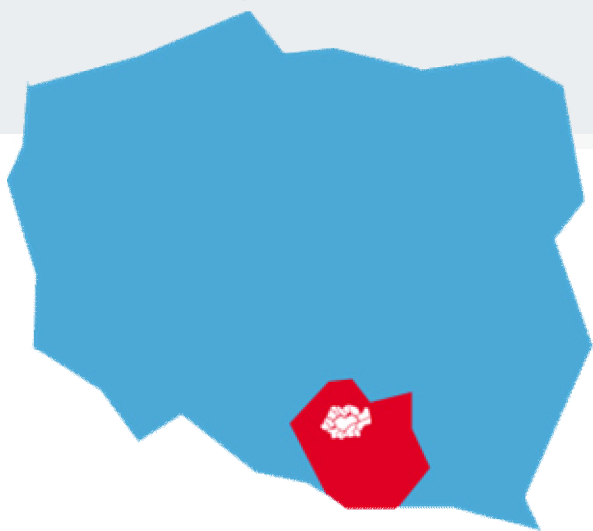
Tomasz Zwoliński, City of Krakow

Topics

- overall parking policy and transport policy development in the City of Krakow
- new ideas and solutions
- parking policy audit ParkPAD
- national law changes to enable use parking management more efficiently
- 'core funding mechanism' to finance sustainable mobility solutions



Introducing Krakow



INHABITANTS

779 000

STUDENTS

129 000

AREA

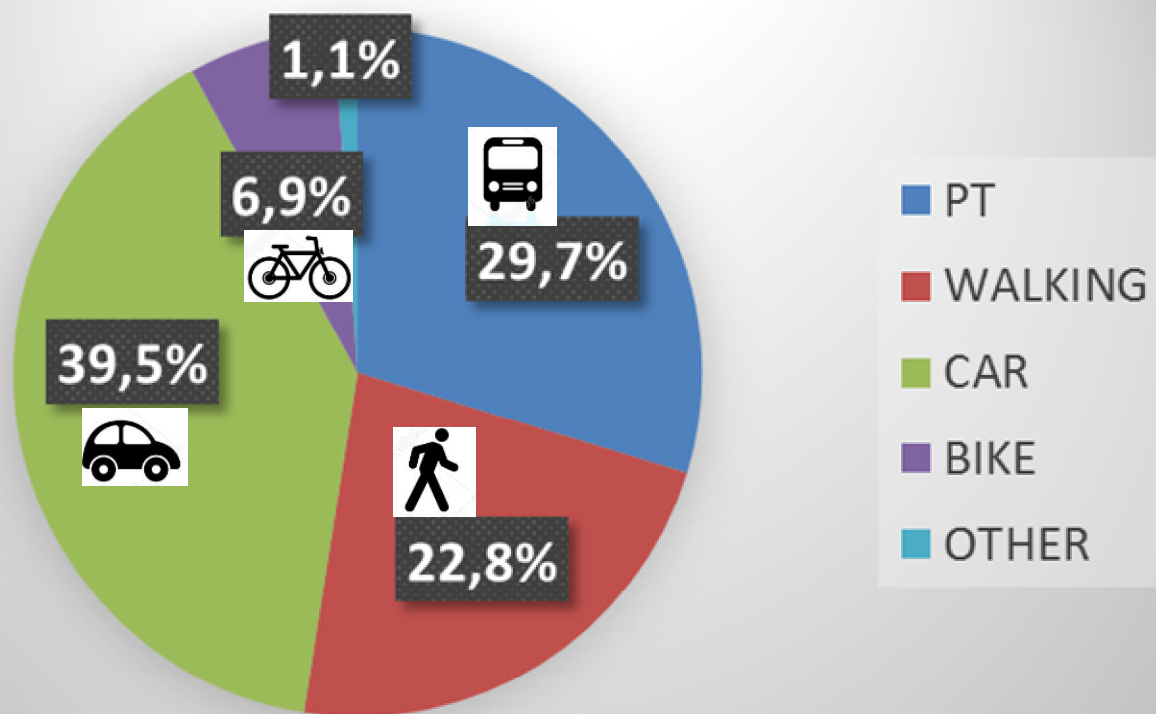
327 km²

TOURISTS

10 mln



Mobility in Krakow



Modal share (2018)

Mobility in Krakow



154 bus lines
(+12 night lines)

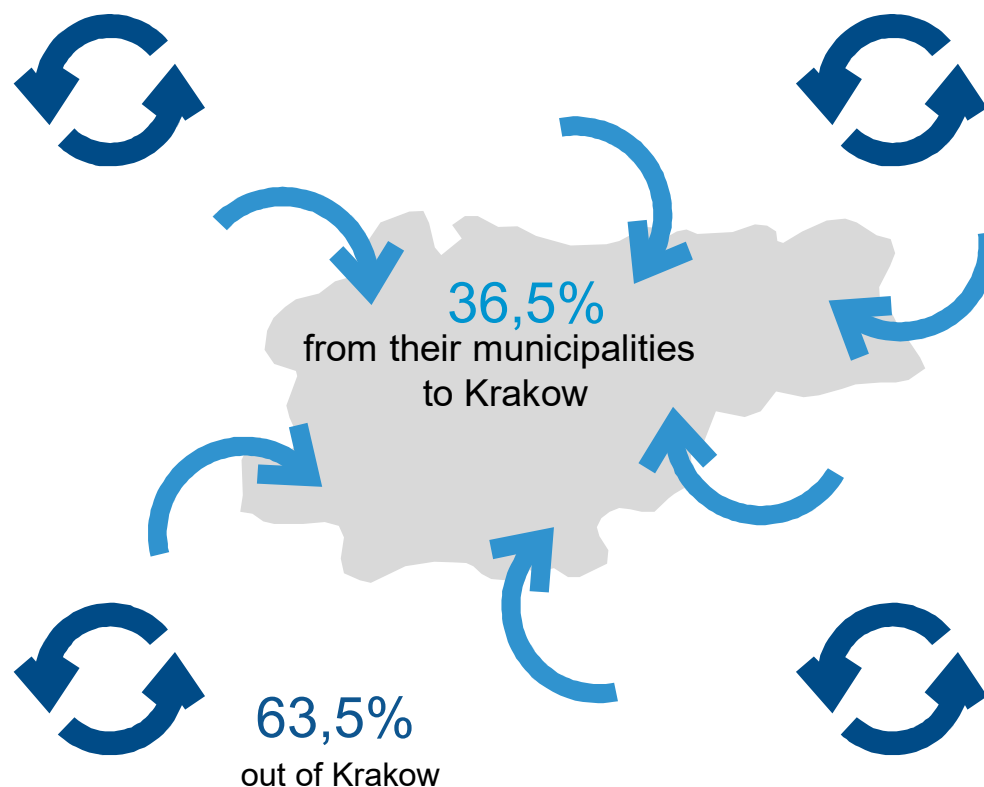


21 tram lines
(+2 night lines)



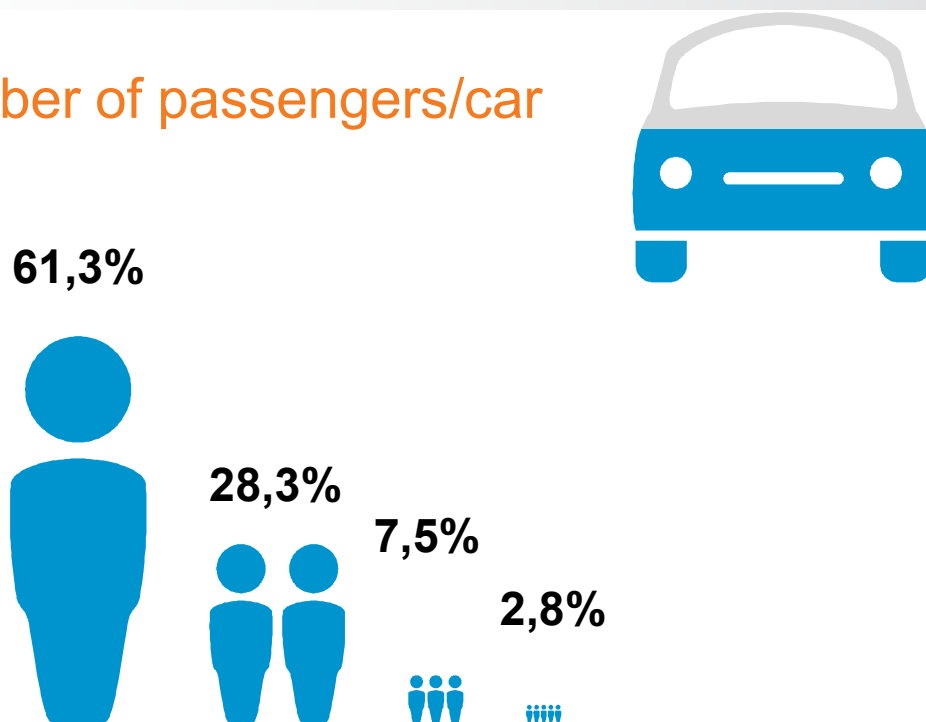
Transport characteristics – Krakow 2013

Trips of inhabitants of surrounding municipalities

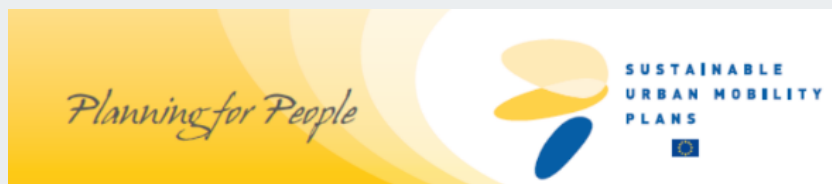


Transport characteristics – Krakow 2013

Number of passengers/car



SUMP Background



Currently Krakow is working on **metropolitan SUMP** document/process (15 municipalities)

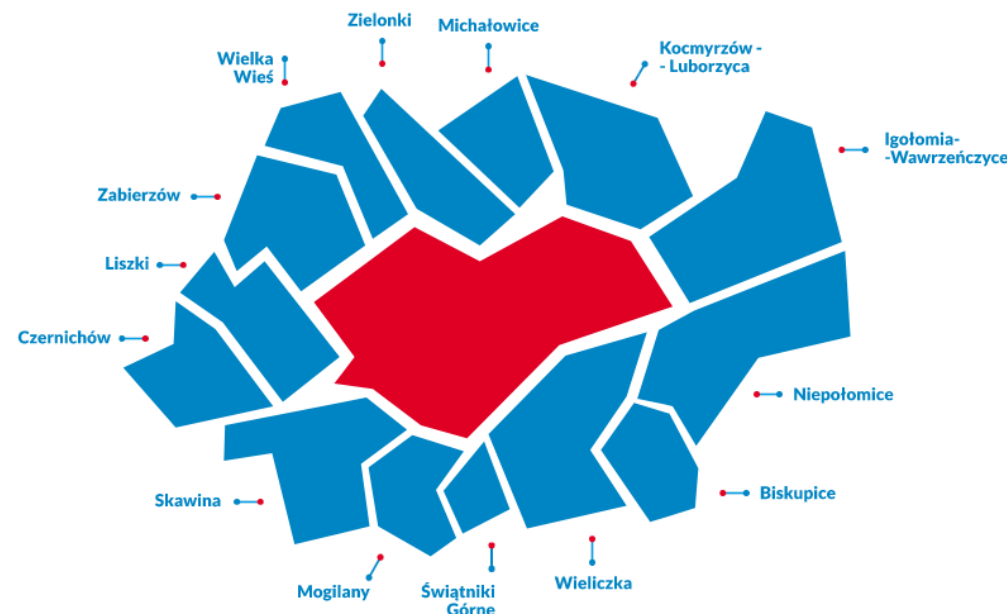
There are many sectorial documents, and for local transport there are mainly:

- **Transport policy** (1993, 2007, updated 2015)
- **Parking programme** (2012, update 2021/22)
- **Integrated Transport Plan** (2013) –mainly development of public transport in the city and region.

All these documents serve as a **basis for SUMP development**.

The time horizon of the SUMP will be year 2030.

Updated transport policy is a basic vision-establishing document for the SUMP purposes.



Short history of the Paid Parking Area

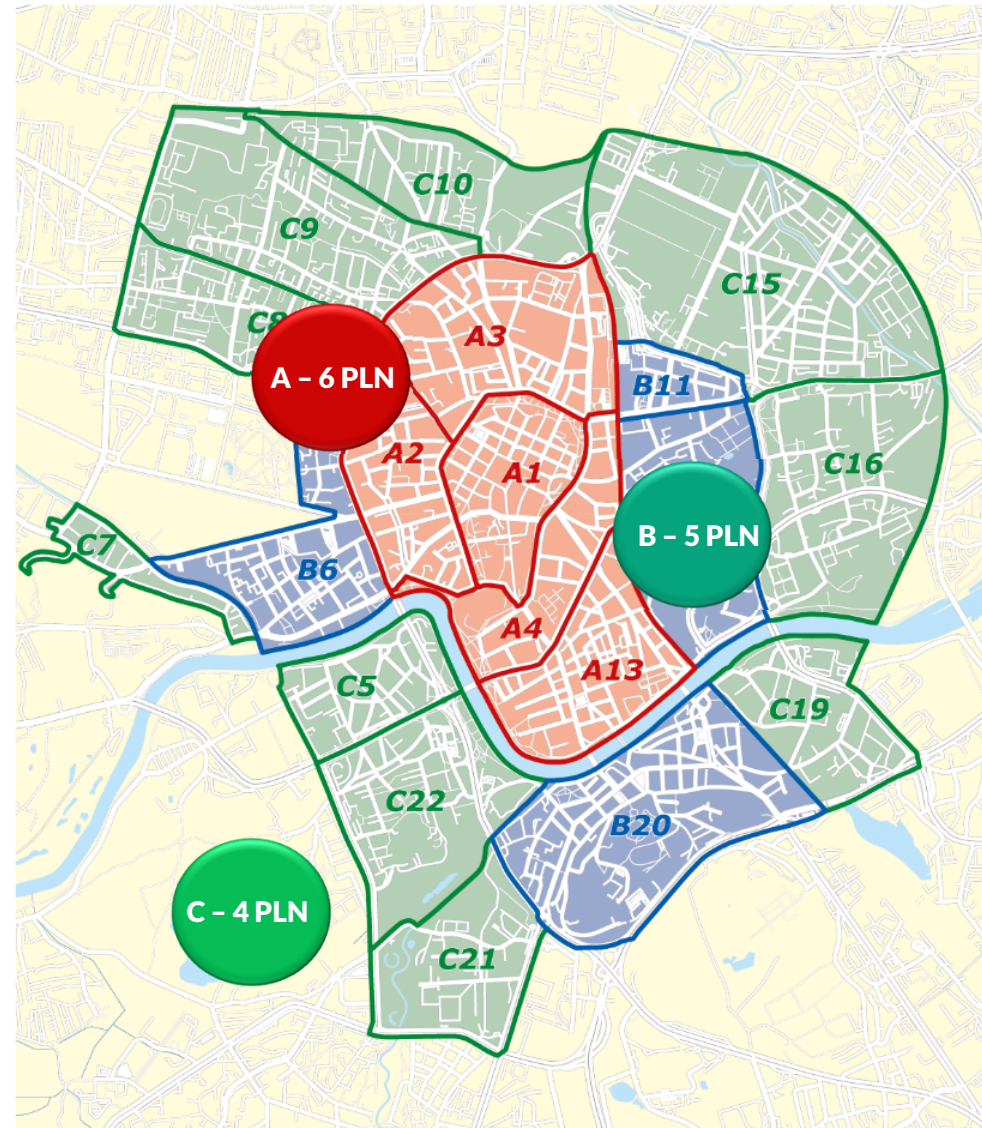


- **1988** - a project of calming car traffic in the center of Krakow was adopted and three zones were created: pedestrian traffic, limited traffic and limited parking
- **1991** - starting the collection of parking fees
- **2009** - purchase of the first parking meters



Paid Parking Area - 2021

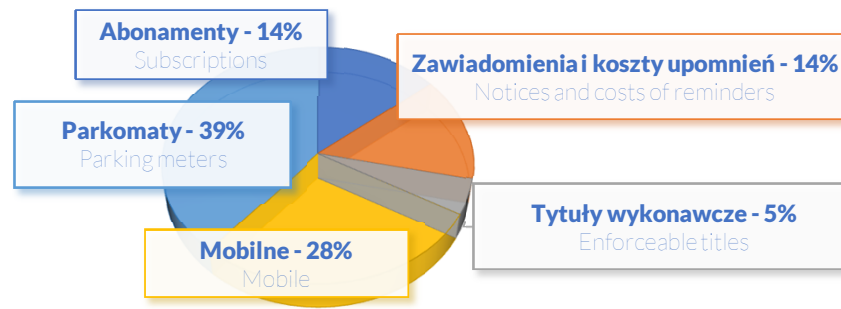
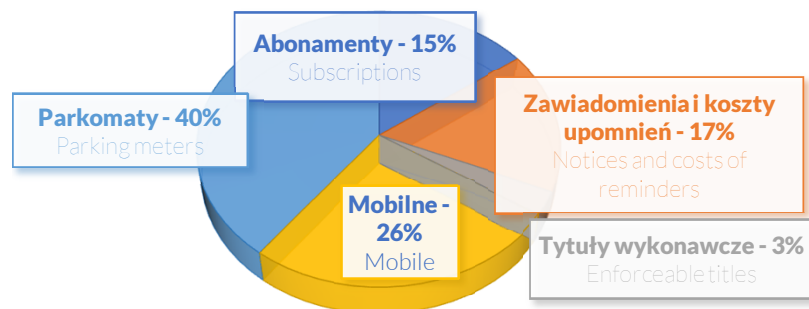
- 3 subzones, 19 sectors
- fees are charged for parking from Monday to Saturday
- (working days) 10:00 – 20:00 hrs.
- Rates
 - subzone A: 6 PLN
 - subzone B: 5 PLN
 - subzone C: 4 PLN



Income from the Paid Parking Area in 2020 and 2021 (until August)

2020 r.	SUM
Purchase of a ticket at the parking meter	25 623 109,50 zł
Purchase of a ticket using an application on a mobile phone	16 859 160,80 zł
Notices and costs of reminders	10 747 933,78 zł
Purchase of a subscription	9 605 691,96 zł
Enforceable titles	1 798 969,36 zł
TOTAL	64 634 865,40 zł

01.01-31.08.2021 r.	SUM
Purchase of a ticket at the parking meter	21 516 047,02 zł
Purchase of a ticket using an application on a mobile phone	15 489 386,73 zł
Notices and costs of reminders	7 931 408,86 zł
Purchase of a subscription	7 812 309,38 zł
Enforceable titles	2 634 984,91 zł
TOTAL	55 384 136,90 zł



Parking Program for the City of Krakow

Resolution No. LIII/723/12 of the Krakow City Council of 29 August 2012 on the adoption of parking program for the City of Krakow

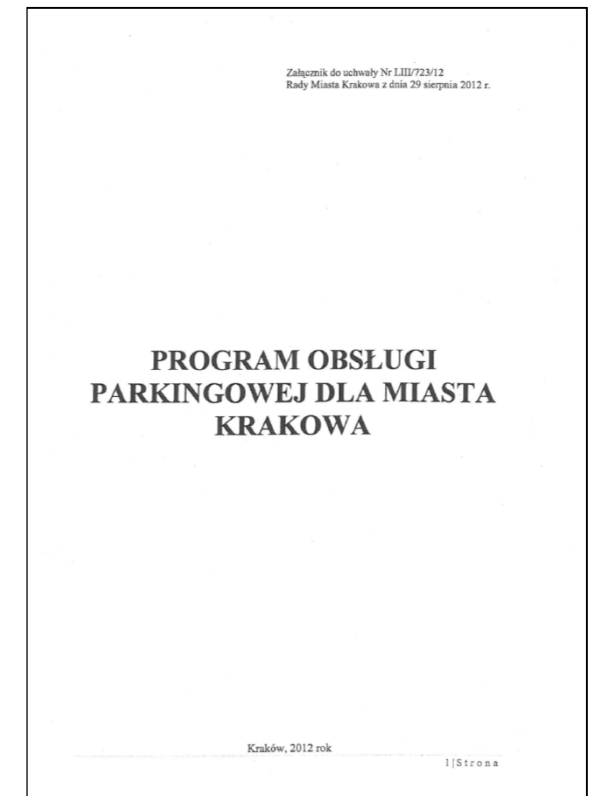


Determinants:

- 46 cubature car parks were designated for over 16.5 thousand places (over 72% in the area limited by the II ring road);
- 17 basic and 5 additional (shopping malls car parks) P&R locations were indicated – 9 were to be built by 2020;
- Parking normative

Realisation:

- only 3 cubature car parks were built (Muzeum Narodowe, Plac Na Groblach, Korona);
- for the indicated P&R locations were created: Czerwone Maki and Mały Płaszów, moreover three which weren't indicated in the document ;
- parking normative included in the proceedings of local spatial planning plans and building conditions decisions



Parking Program for the City of Krakow

Resolution No. LIII/723/12 of the Krakow City Council of 29 August 2012 on the adoption of parking program for the City of Krakow



Problems with the implementation of the plans of the Parking Program for the City of Krakow from 2012:

- very high investment costs;
- lack of agreements with shopping centre managers;
- delays in the implementation of linear investments related to planned P&R car parks;
- protests of residents regarding the location of cubature car parks;



What has changed in the last 9 years?

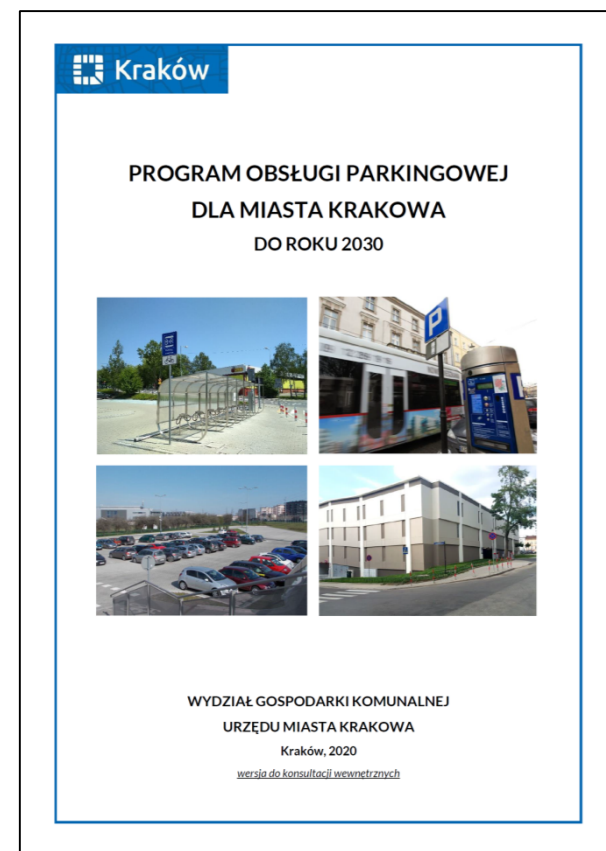
- Since 2012, there have been many changes in the City's policy and transport behaviors of residents
- **Transport policy for the City of Krakow for years 2016 - 2025– Resolution No XLVII/848/16 of the Krakow City Council of 8 June 2016:**
 - development of P&R in the vicinity of tram loops and railways stops,
 - development of bicycle infrastructure,
 - restrictions of parking on downtown streets,
 - not increasing the parking potential of the downtown area – instead the implementation of cubature car parks
- **Enhancing the popularity of the bike, the appearance of e-scooters**
- **Drawing attention in public discourse to issues relates to sustainable mobility and the quality of public spaces**
- **New investment plans for the expansion of the tram line system**

Parking Program for the City of Krakow - update



Assumptions:

- Treatment of parking in a **wider range** than before: car, bicycle, scooter, coach;
- Satisfying the **needs of the residents** of Śródmieście and Nowa Huta, without providing parking space for service users;
- Construction of **cubature car parks** planned for the **elimination** of above-ground parking spaces located on pavements;
- **Updated parking normative** taking into account the availability of areas for public transport



Parking Program for the City of Krakow - update



MAIN OBJECTIVE

Parking system in Krakow conducive to sustainable transport and attractive public space.

BY MEANS OF

Implementation of short-, medium-, long-term activities in the field of development of the parking system in Krakow, consisting in: construction of P&R car parks, B&R shelters, increasing the number of bicycle and scooter racks, construction of cubature car parks, as well as ordering tourist traffic.



Parking Program for the City of Krakow - update



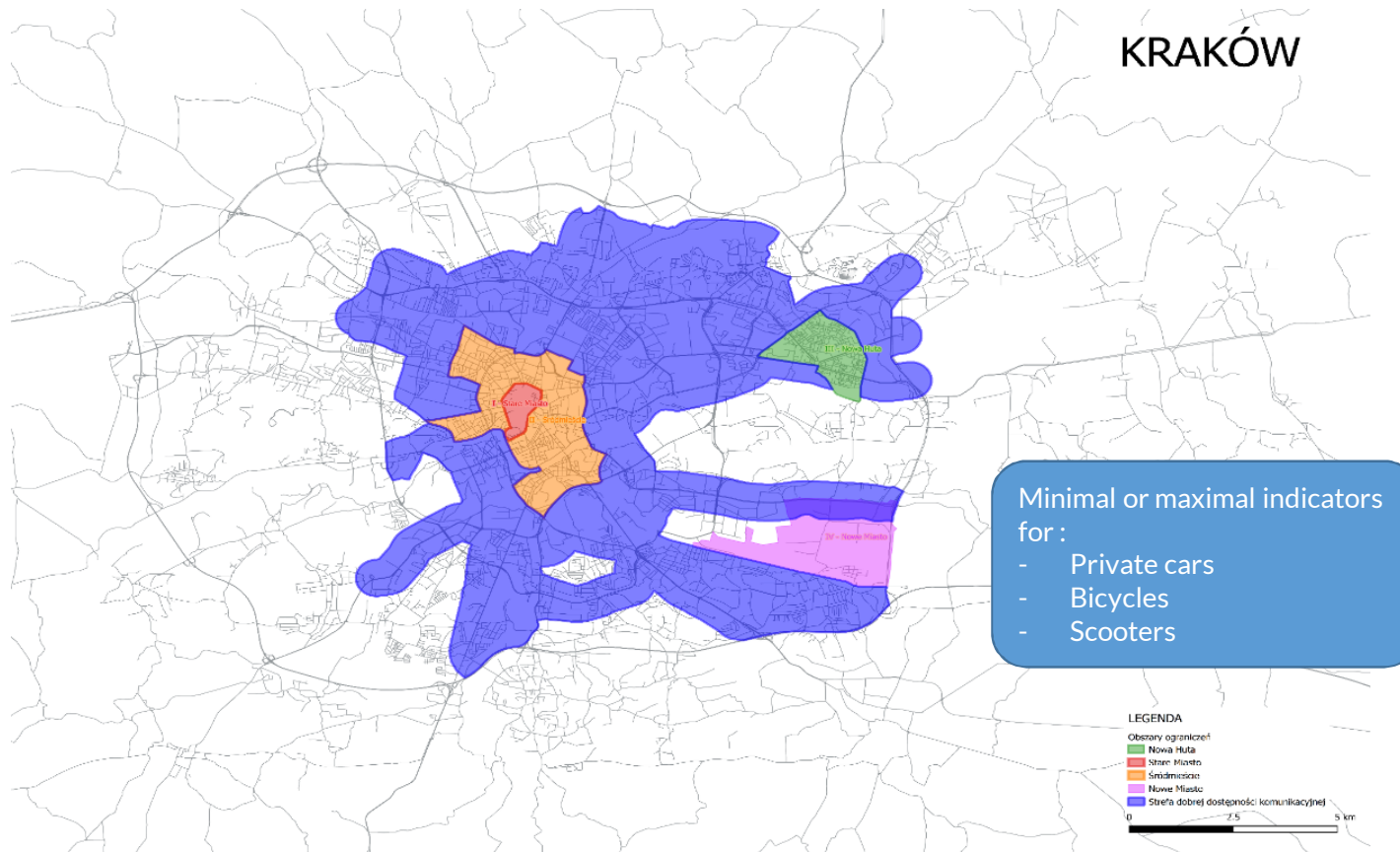
Cubature car parks:

- No specific locations/plots
- Targeting the elimination of places on sidewalks – without increasing the parking absorbency of the area
- Improving pedestrian conditions, local traffic calming and improving street aesthetics

	Analysis area	Suggested sample locations
1.	Krowodrza – V.3/V.4	Rynek Krowoderski
2.	Półwie Zwierzynieckie – VII.1	Plac Na Stawach
3.	Kazimierz – I.7	Wielopole/Dietla
4.	Dębniki – VIII.1	Rynek Dębnicki
5.	Osiedle Centrum A – NH-251	Osiedle Centrum A
6.	Osiedle Centrum A – Osiedle Wandy NH-251/256	Osiedle Wandy/Bulwarowa
7.	Osiedle Na Skarpie	Sieroszewskiego, Daniłowskiego



Parking Program for the City of Krakow - update



Parking normative:

- Diversification depending on:
 - Characteristics of the area:
 - inside the first ring road
 - Functional Downtown
 - Nowa Huta
 - Nowe Miasto
 - Access to PT:
 - 400 Metres from main bus corridor
 - 500 Metres from tram line
 - 900 Meters from train stop



Parking Program for the City of Krakow - update

Accompanying actions:

- Consistent parking information system
- Mobile parking control in the Paid Parking Area
- Environmental limitations in accessibility to areas of Krakow
- Spatial policy – Transit Oriented Development

W kierunku zdrowej atmosfery

OGRANICZENIE EMISJI Z TRANSPORTU

eko-
MAŁOPOLSKA

Strefa czystego transportu



I etap

Gdzie? → Wewnątrz II obwodnicy

Dla kogo? → Dostępna dla pojazdów o normie emisji spalin:
PB 95 minimum Euro 4 ON minimum Euro 5/V

Kiedy? → 1 rok od przyjęcia przepisów krajowych

II etap

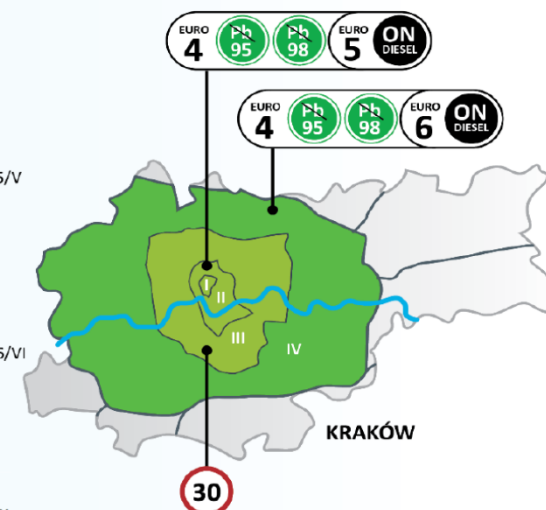
Gdzie? → Wewnątrz IV obwodnicy

Dla kogo? → Dostępna dla pojazdów o normie emisji spalin:
PB 95 minimum Euro 4 ON minimum Euro 6/VI

Kiedy? → 31 grudnia 2025 roku lub po zakończeniu budowy IV obwodnicy miasta Krakowa

Strefy Tempo 30

Gdzie? → W wybranych obszarach wewnątrz III obwodnicy



MAŁOPOLSKA
W ZDROWEJ ATMOSFERZE

New ideas and solutions

Info brochure for new inhabitants



New ideas and solutions



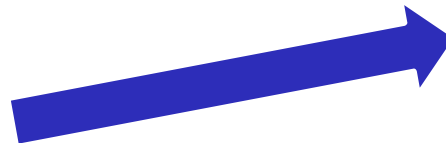
Micromobility

New ideas and solutions



Kiss & Ride

Kissing allowed up to
5 minutes!



New ideas and solutions



Reduction of the on-street parking

New ideas and solutions



Reduction of the on-street parking

New ideas and solutions

Kraków

Ulica Dietla po zmianach



Zmiany:

chodniki wyłącznie dla pieszych,

pasy rowerowe,

miejsca postojowe na jezdni,

możliwość wyłączenia lub usprawnienia sygnalizacji.

Free-up walking space, include cycling, calmed traffic

New ideas and solutions

Bicycle parking



New ideas and solutions

E-control – a system of automatic verification of fees in the Paid Parking Area.



Development of Park & Ride

Currently 5 P&R facilities:

- ❑ Czerwone Maki - 196 parking places
- ❑ Balicka - 40 parking places
- ❑ Kurdwanów - 167 parking places
- ❑ Bieżanów - 110 parking places
- ❑ Mały Płaszów (opened in April 2019) - 166 parking places

1 in development:

- ❑ Bronowice – ca. 180 parking places



ParkPAD audit in Krakow

- Krakow was one of the 16 European cities that were the first to undertake the **ParkPAD audit process**
- The overall assessment of the **parking policy and situation in Krakow was positive**
- Areas that the auditors **identified for refinement**:
 - Development of P&R car parks
 - Range and tools for information for drivers
 - Public space design – specified for districts
 - The issue of involving the public in the development of transport and parking policy
- The **ParkPAD methodology** is intended to be used in the future as a tool to assess the effects of the implementation of the **Parking Program**



Important changes in national law (2018/2019)

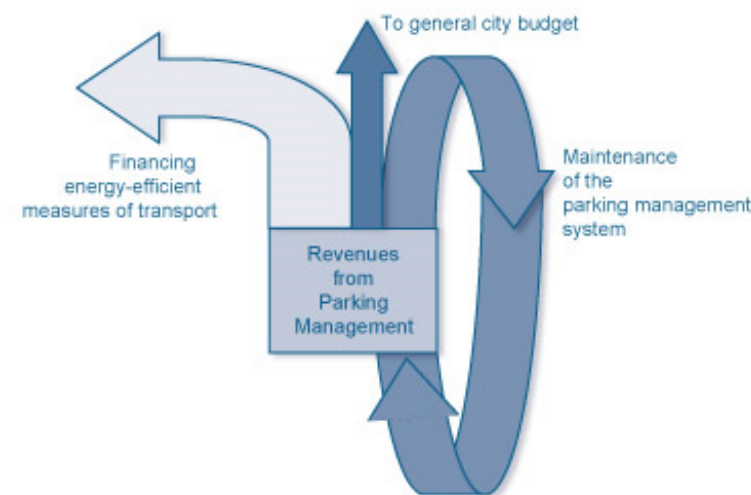
Changes in several acts, including **Act on Public Roads**:

- ✓ Major changes **since 2003** (maximum fee of **3 PLN/hour**)
- ✓ Main reasons: increase of car ownership, higher responsibility for air pollution, etc.
- ✓ Introduction of the so-called „**inner-city paid parking zone**”
 - ✓ Available for cities above **100.000 inhabitants** (39 in Poland)
 - ✓ Possibility to implement in situation of parking space deficit, to increase parking rotation, realisation of local transport policy, etc.
 - ✓ Possibility to charge **on weekends** as well
 - ✓ Specific **analysis required** prior to implementation



Crucial changes in national law (2018/2019)

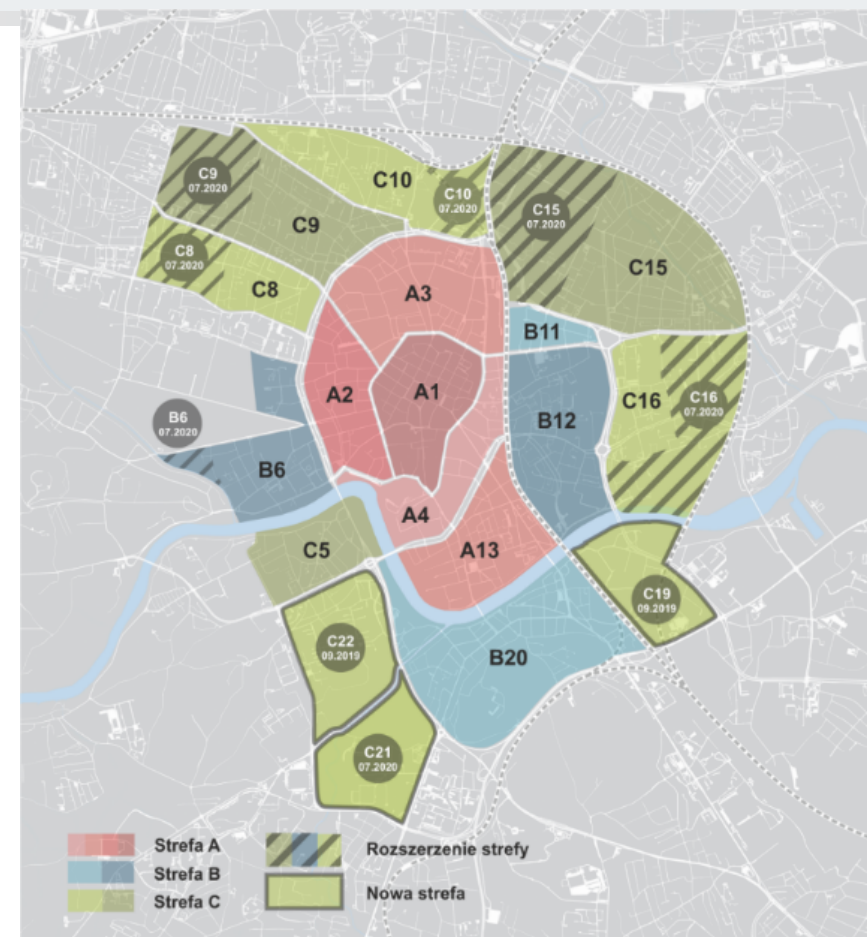
- ✓ In such subzones, fees can be much bigger – related to the minimal official monthly wage (**0,45% meaning ca.10 PLN/hour**)
- ✓ Increase of **maximum fine** – up to 10% of minimal wage (ca. 200 PLN vs 50 PLN so far)
- ✓ New regulation – **at least 65% of income from fees** has to be spend by the municipality **ONLY** for improvements in sustainable transport developments (public transport, bicycle and walking infrastructure and green areas)
- ✓ Regulation applies to **100% of income from fines**
- ✓ Higher level of fees should lead to **increase of economic efficiency of off-street parking** – leading to new developments and therefore reductions of on-street parking



Extension of the controlled (paid) parking zone

City Council – resolution of 17th of July 2019

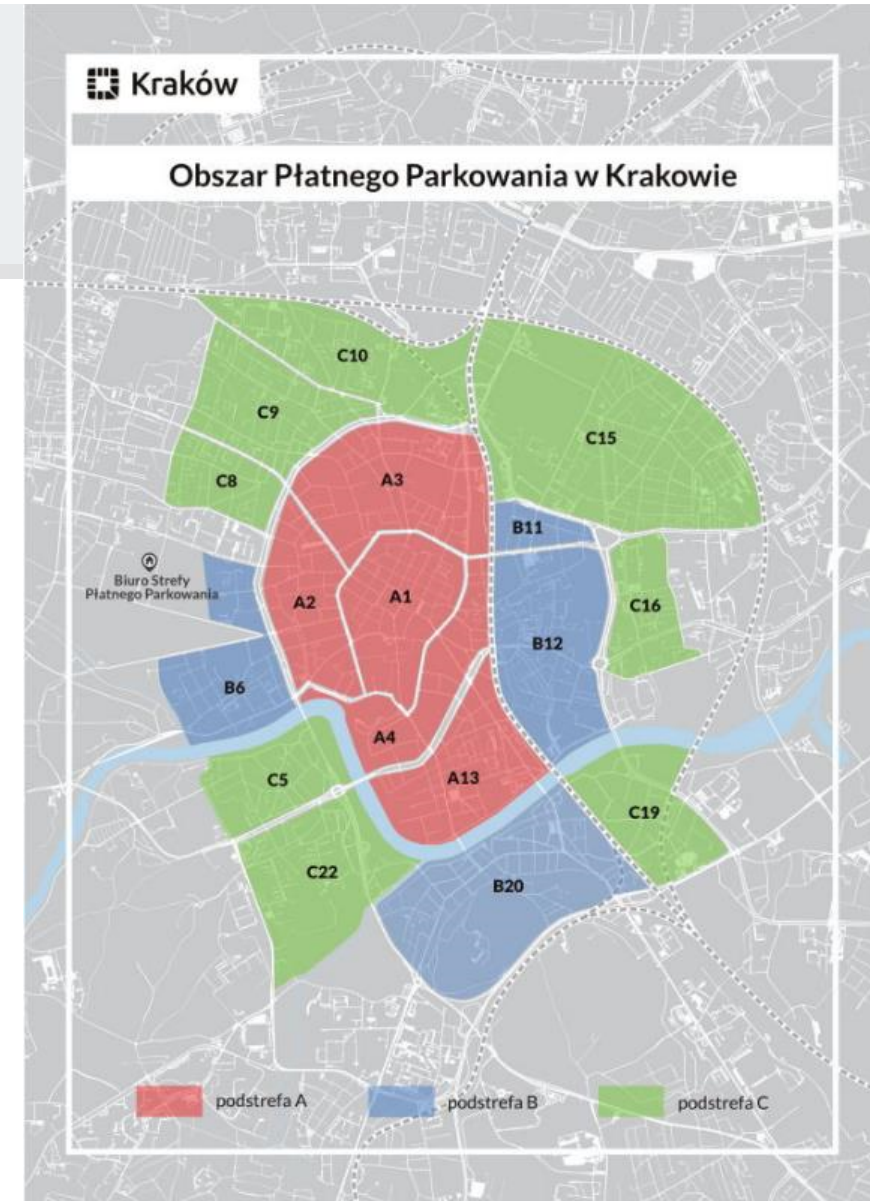
- from 22.09. new sub-areas
- from September 2020 – some more P-zone extensions
- further areas - public consultations planned



New parking fees in Krakow

City Council – resolution of 17th of July 2019

- from 22.09. Mon-Sat (current prices, i.e. 3PLN/first hour, 3,5/second,4/third,3 PLN/fourth)
- from 15.12. new prices in all sub-areas:
 - A – 6 PLN
 - B – 5 PLN
 - C – 4 PLN
- new prices for subscriptions (A-500 PLN, B – 400 PLN, C – 300 PLN, A+B+C – 750 PLN)
- new fine – 150 PLN (tripled)



Use of revenues (Core Funding Mechanism)

New regulations (effective from 2020):

- Not less than **69%* of income** from paid parking zone fees – for PT, walking, cycling and green areas
- **100% of fines income** – for PT, walking, cycling and green areas
- Separate **bank account**
- So far in Krakow (for 2020 budget) this means ca. **44 mln PLN** (ca. 10 mln EUR)



Use of revenues (Core Funding Mechanism)



2020 budget - scale

- **ca. 60 mln PLN of income** from paid parking zone
- Local Public Transport cost – 580 mln PLN
- Urban economy (utilities) and environmental protection – 640 mln PLN
- Social programmes – 345 mln PLN
- Education – 1.500 mln PLN



Use of revenues (Core Funding Mechanism)

Examples of measures to be financed (beside infrastructure) :

- Development of the bike sharing system
- Continuation of the STARS Project at schools
- Organisation of Cycling May campaign
- Development of the Bicycle to Work campaign
- Organisation of workshops at companies
- Organisation of workshops for older citizens
- Different transport analysis/surveys/etc.
- „Pocket parks”
- and many more...



Citizens acceptance?

- ✓ Noticeable **increase in pedestrian** quality and comfort scoring (3,45 – 4,20)
- ✓ **77% of P&R** users are satisfied with the services
- ✓ **65% in favour** of financing sustainable mobility from parking fees
- ✓ **40% switched to walking, 32% to PT** after introduction of new controlled areas
- ✓ 12 areas examined within SUMP – on average **48% positive, 52% negative**
- ✓ Highly scored: safety, life quality and spatial organisation, public space attractiveness, accessibility of systems, bicycle network
- ✓ **70% in favour** of the new SUMP vision emphasizing sustainable mobility development





CYCLE TO WORK

... and so on, round and round :)

How did you use to travel to work before the campaign?

Other 5%

By car as a
passanger
1,5%

By car as a
driver
18,40%

Bike
36,30%

Public
transport
38,8%

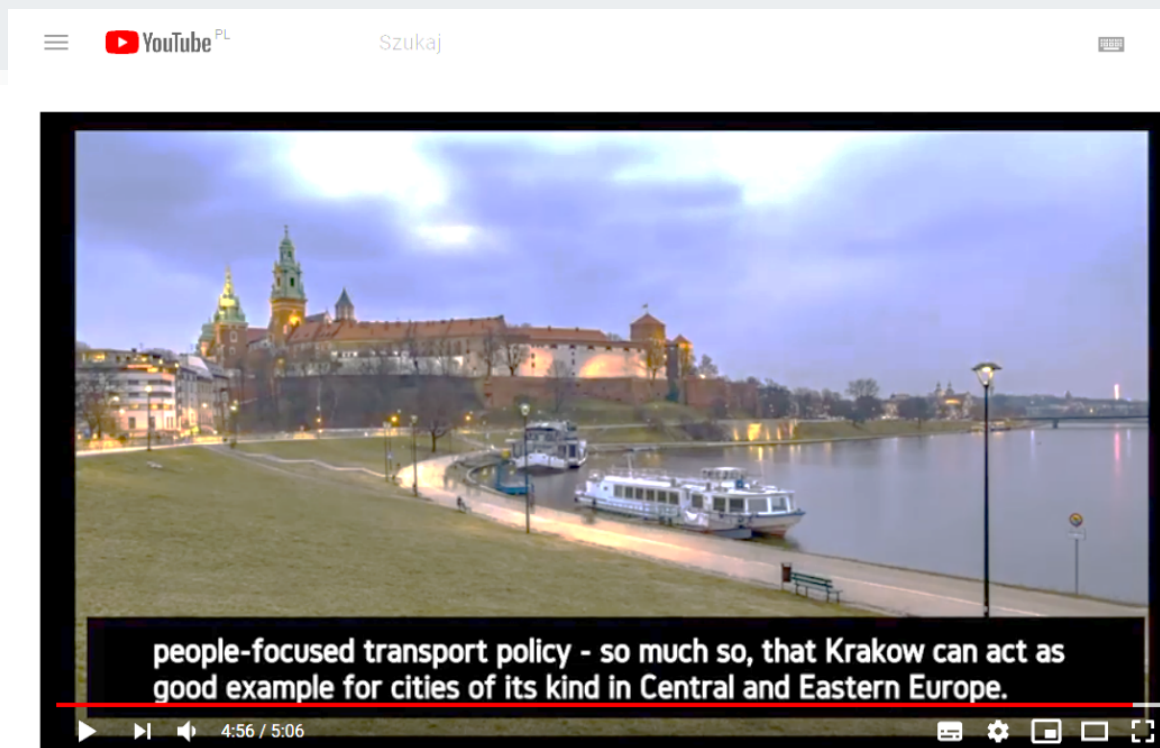


rowerem do pracy

How do you get to school?

	X 2013	VI 2014	VI 2015	VI 2016	VI 2017	VI 2018	VI 2019	VI 2021
Walk	51,51%	52,05%	56,39%	52,64%	46,28%	48,55%	48,20%	51,94%
Cycling	2,76%	8,56%	9,37%	14,93%	13,55%	15,17%	15,06%	14,66%
PT	8,97%	7,97%	10,83%	8,77%	10,43%	11,17%	14,86%	13,36%
Car pooling	2,07%	1,19%	1,89%	1,68%	1,22%	1,23%	bd	bd
Car	33,99%	29,71%	20,59%	20,74%	26,49%	22,47%	19,92%	19,43%
Other	0,69%	0,52%	0,92%	1,24%	2,02%	1,41%	1,94%	0,61%

PARK4SUMP Krakow's video!



Parking Space Management in Krakow with English subtitles

<https://park4sump.eu/resources-tools/videos/parking-management-krakow>

Thank you!

Tomasz Zwoliński

Contact Details

City of Krakow

Wielopole 17A, 31-072 Krakow, PL

tomasz.zwolinski@um.krakow.pl

www.krakow.pl

www.civitas.eu



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