



PARK4SUMP

Covenant of Mayors Investment Forum - Energy Efficiency Finance Market Place

18th February 2020, Brussels

Financing Clean Urban Mobility

**Funding sustainable mobility infrastructure through parking management
Lessons from Krakow (PL)**



Tomasz Zwoliński, City of Krakow



PARK4SUMP Krakow's video!



<https://www.youtube.com/watch?v=gYP0gzEqV3U&feature=youtu.be>

Other versions of the video:

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

Why parking management?

parking management



- well accepted
- quick implementation
- little investments

road pricing / congestion charging

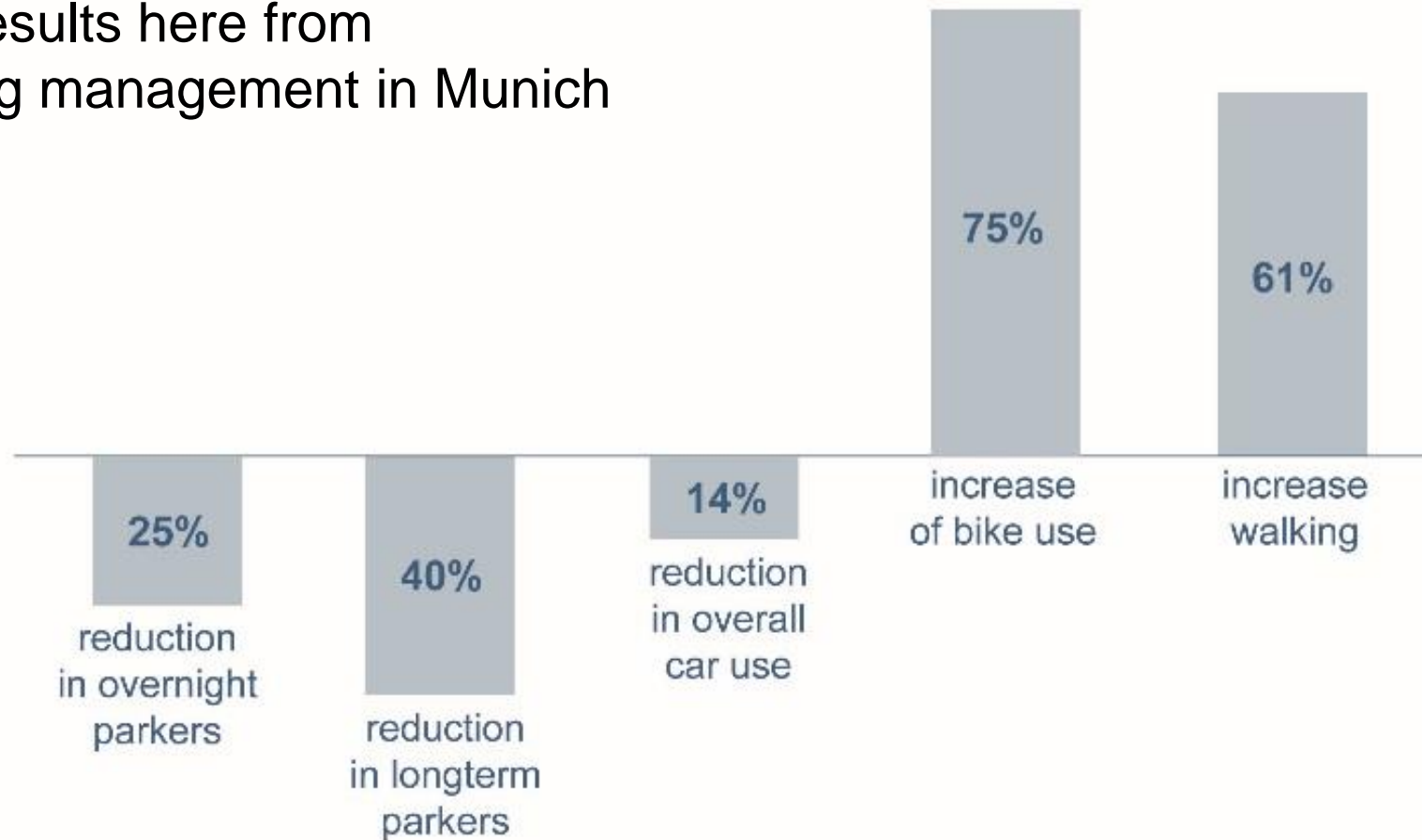


- political controversial
- mid term implementation
- high investment

Source: 16 good reasons for Parking Management, EU Push&Pull project, Tom Rye, Guilliano Mingardo ao.

Why parking management?

It's effective – results here from on-street parking management in Munich



Source: Kodransky and Hermann, ITDP, 2011

More on PARK4SUMP Project...

Contact

For further information on Park4SUMP, contact the project coordinator at Mobiel21:



Patrick Auwerx

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The Park4SUMP project kicked off in September 2018 and runs until March 2022.

www.Park4SUMP.eu



 @civitas_P4S

 Civitas Park4SUMP

 Park4SUMP

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Park4SUMP

How parking management can change your city



Introducing Krakow



INHABITANTS
771 000

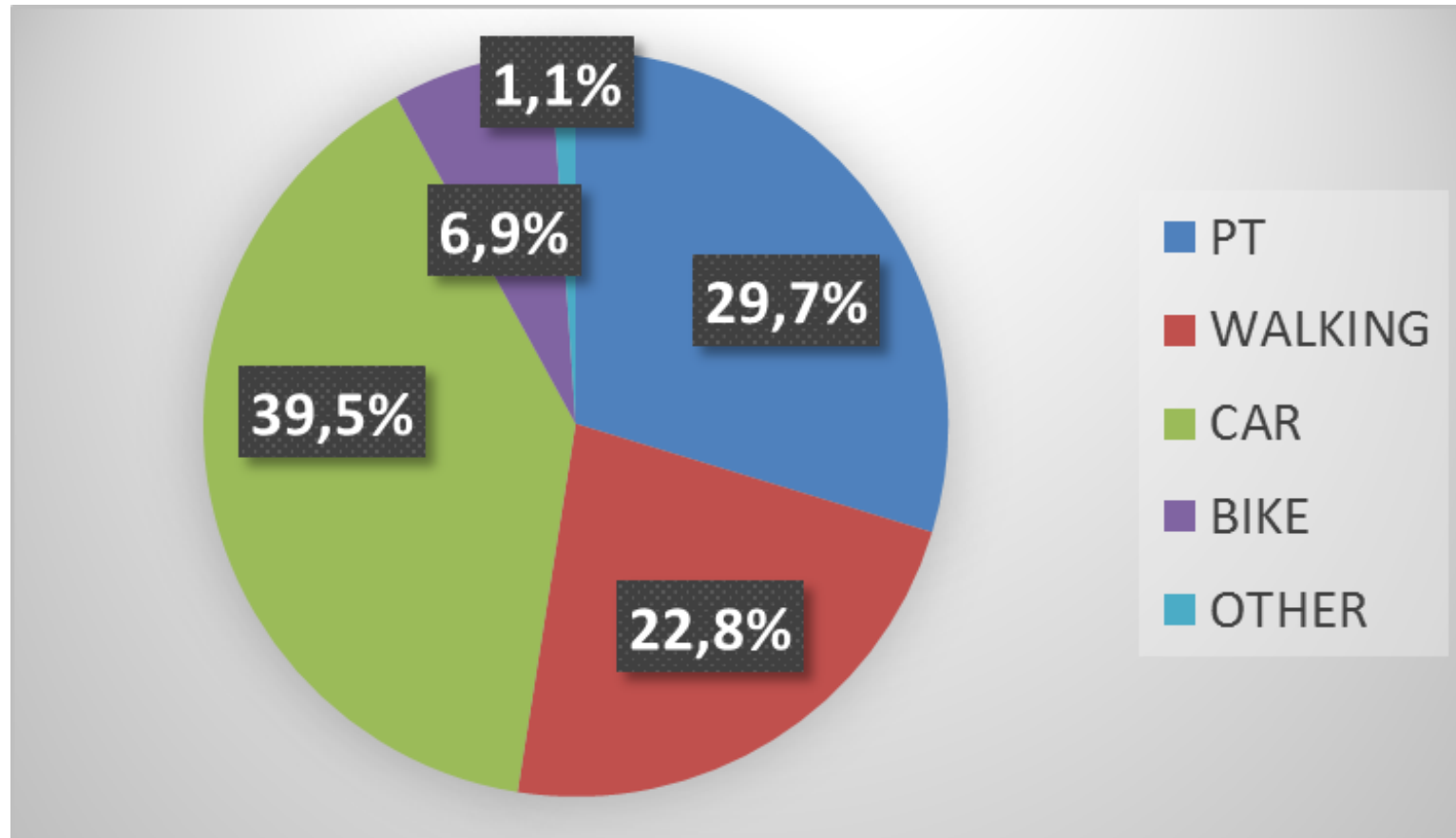
STUDENTS
150 000

AREA
327 km²

TOURISTS (2018)
13,5 mln



Modal share (2018)



Mobility in Krakow



**154 bus lines
(+12 night lines)**

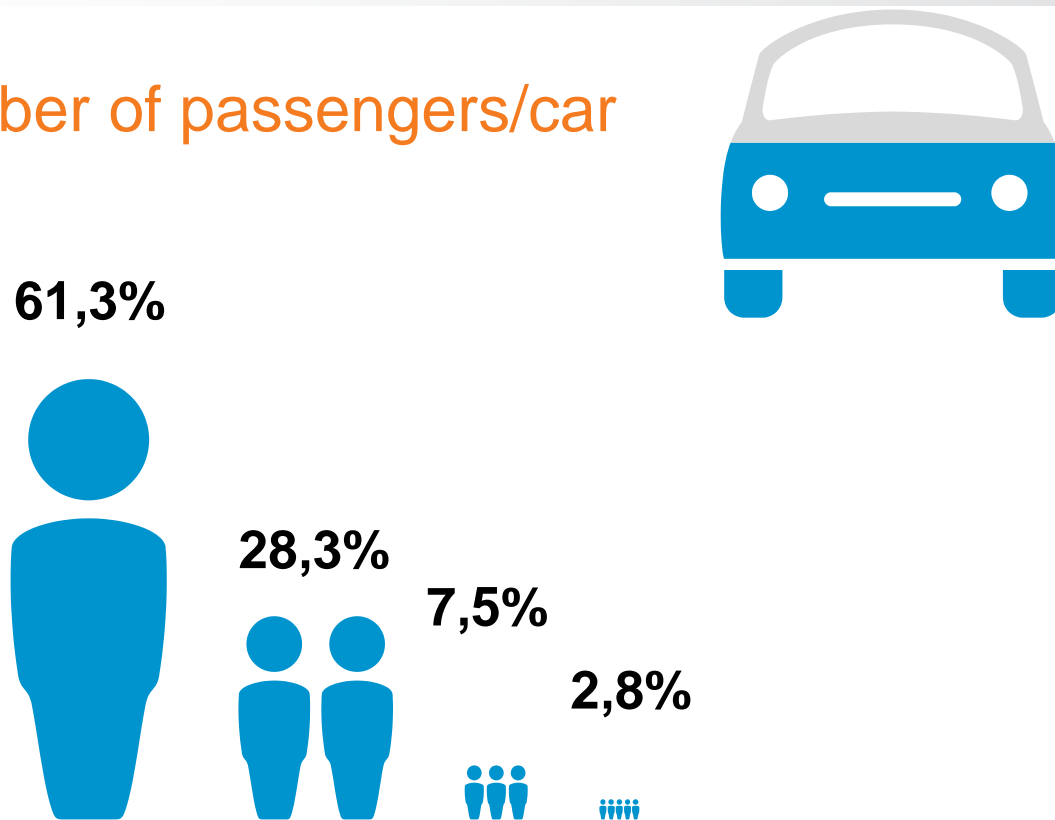


**19 tram lines
(+3 night lines)**

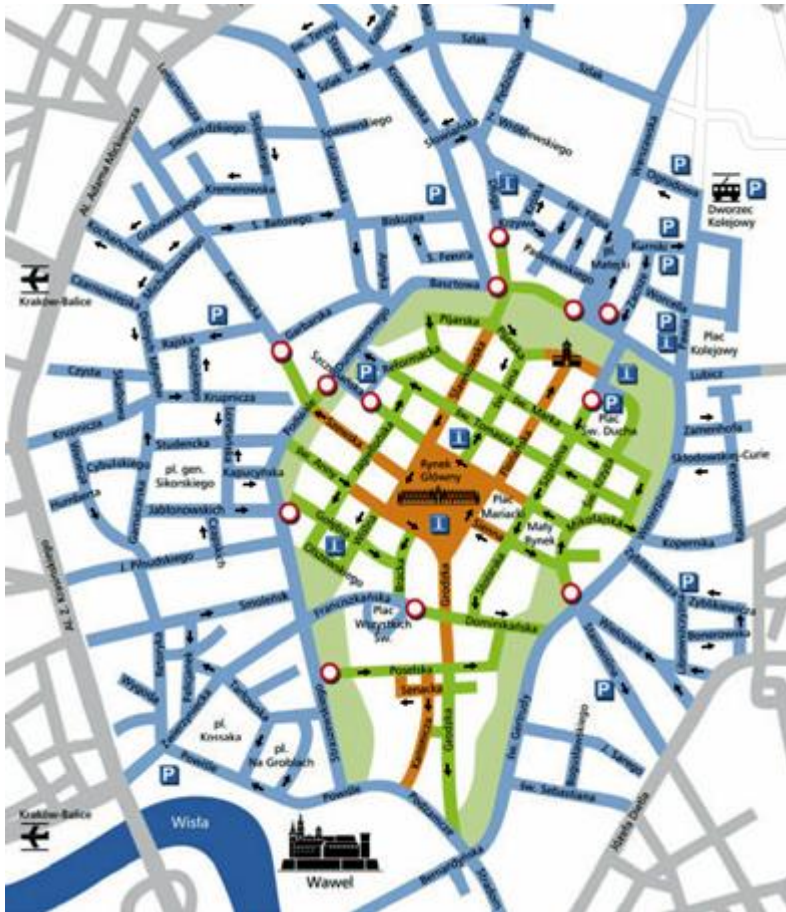


Transport characteristics – Krakow 2013

Number of passengers/car



Access restrictions & parking space management



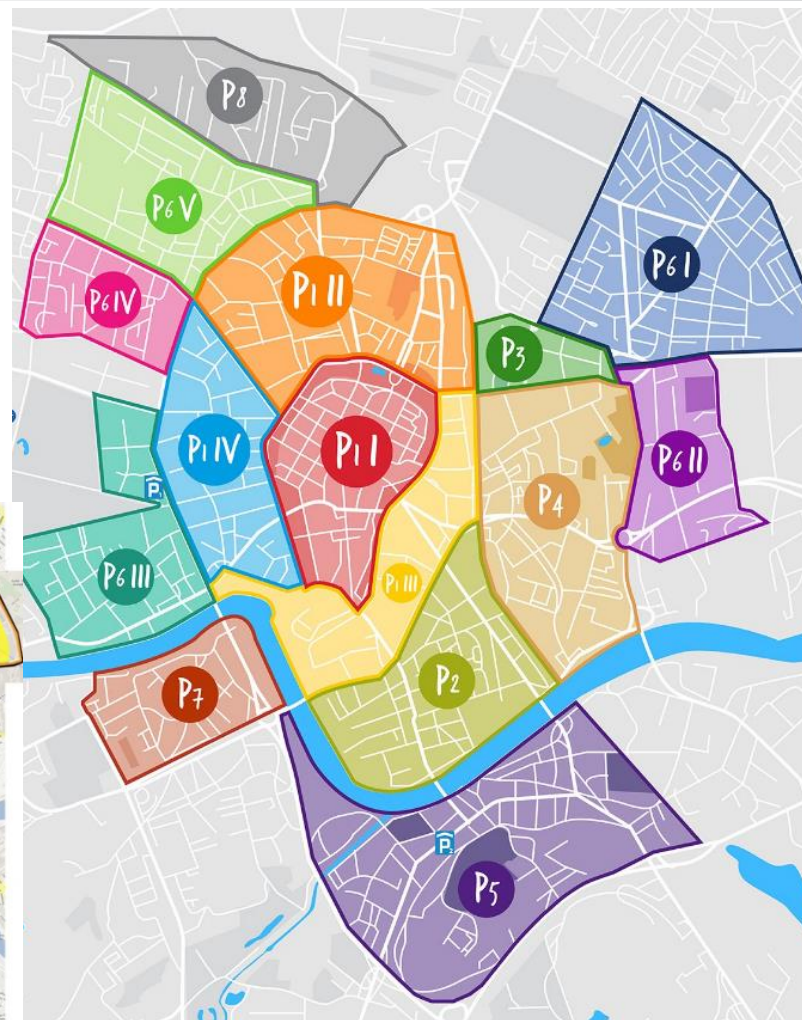
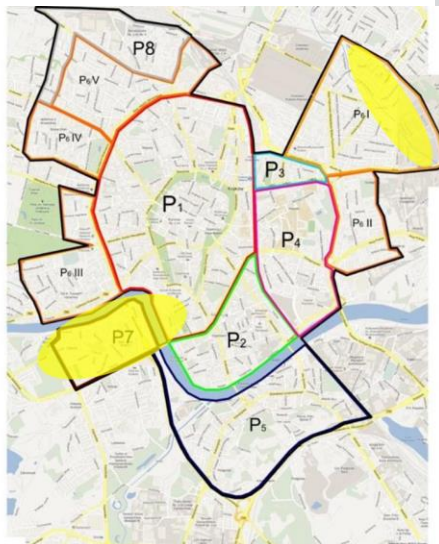
- 1978 – close of traffic at Main Square
- 1989 – traffic calming measures
- pedestrian zone - A
- restricted traffic - B
- paid parking zone – C
- 2011 and 2014 – biggest extensions so far (incl. new pedestrian areas)
- one-way traffic on the 1st ring road
- conversion of parking spaces in the centre into public spaces
- electronic enforcement tests
- ...



Extensions of controlled zone

Paid Parking Zone

- ca. 29 000 parking places
- 978 parking meters, 661 with electronic payment possibility



Info brochure for new inhabitants

Szanowni Państwo!

W tej krótkiej broszurze prezentujemy różne możliwości, jakie oferuje swoim mieszkańcom nowoczesny krakowski transport publiczny. Zebraliśmy w niej podstawowe informacje dotyczące komunikacji tramwajowej i autobusowej, parkingów, ścieżek i wypożyczalni rowerów, a także dane kontaktowe najważniejszych instytucji miejskich, zajmujących się sprawami transportu.

Mam nadzieję, że nasza publikacja umożliwi Państwu sprawne poruszanie się po Krakowie. Wraz z nią przekazujemy Państwu siedmiodniowy bilet, na podstawie którego będą Państwo mogli przetestować, bez ponoszenia kosztów, nowoczesne krakowskie autobusy i tramwaje.

Serdecznie zachęcam do wykorzystania załączonego biletu.

Wybierając wygodną, dobrze zintegrowaną komunikację publiczną oszczędzamy czas, unikając korków i przyczyniamy się do poprawy jakości powietrza. Naprawdę warto dokonać takiego wyboru...

Janek Majchrowski
Prezydent Miasta Krakowa

Rower miasta Krakowa

60 min. na dzień ? **90 min. na dzień**

Zarejestruj się
Wybierz odpowiedni plan i zarejestruj się w Wawelo, na stronie internetowej lub poprzez aplikację mobilną.

Wypożycz
Wprowadź 6-cyfrowy numer konta i 4-cyfrowy numer PIN na kwerendurze z kodem roweru, aby go ssubskrybować.

Jedź
Bliżej umieszczonego w uchwycie z boku tylnego koła. Aby na chwile się zatrzymać, nie włączaj wypożyczania, włączaj przycisk POSTOJ na konsolce i przywól rower używając: skanera.

Zwróć
Żeby zwolnić wypożyczenie, po prostu wróć do stacji na prostej linii. Możesz skorzystać z punktu zwrotnego, jeśli stacja jest za daleko od Ciebie.

ZIKIT
Zarząd Infrastruktury Komunalnej i Transportu w Krakowie
ul. Centralna 53
31-586 Kraków
Tel: 12 616 70 00
email: sekretariat@zikit.krakow.pl

MI
Miasto Kraków
ul. W. Reymonta 20
30-059 Kraków
Tel: 12 341-65-51
email: zarzadz@mi.krakow.pl

wawelo
KRAKOW

PUSH PULL

Parkowanie w Krakowie
www.mi.krakow.pl

Tylko 3 zł / 1 godzinę
w Strefie Płatnego Parkowania i w parkingach kubaturowych

Strefy płatnego parkowania

Parkomaty

Parkingi Kiss&Ride

- Ulica Piwka przed wejściem do Galerii Krakowskiej
- Dworzec Krakowski
- Dworzec Główny Wschód
- Dworzec Czerwone Maki
- Ulica Krowoderskich Żuchów

Parkingi Park&Ride

- Dworzec Czerwone Maki
- Giełda Bulwka

Parkingi kubaturowe

- Przy Muzeum Narodowym
- Stare Podgórze

Komunikacja Miejska
www.kmkkrakow.pl

Schemat sieci tramwajowej Krakowa

Bilet 7-dniowy
Nieograniczona liczba przejazdów wszystkimi środkami komunikacji miejskiej w strefie I Miasto Kraków



Reduction of the on-street parking



Bicycle parking improvements



PARK4SUMP (planned) activities

- ✓ Reduction of 300 parking spaces during the lifetime of PARK4SUMP
- ✓ **Extension of the controlled (paid) parking zone**
- ✓ **Implementation and promotion of new Park&Ride facilities**
- ✓ Bike stands replacing car parking spaces
- ✓ **New parking fees in Krakow**
- ✓ Reducing parking ratios for big traffic generators
- ✓ Improvement of parking enforcement + testing new ways of enforcement
- ✓ **Use of revenues (Core Funding Mechanism)**



Park4SUMP

Jak zarządzanie
parkowaniem może
zmienić wizerunek
Twojego miasta

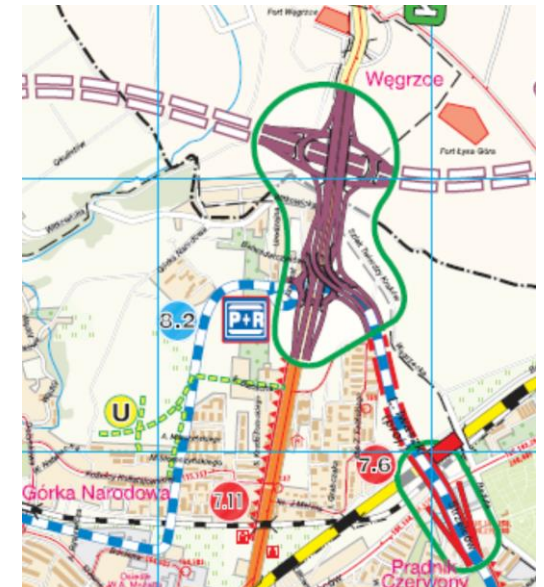


Park4SUMP jest projektem finansowanym przez UE w ramach programu "Horyzont 2020", poświęconym pokazaniu jak miasta mogą przystosować polityki zarządzania parkowaniem oraz wdrażać skuteczne i innowacyjne rozwiązania jako część ich Planów Zrównowazonej Mobilności Miejskiej (SUMP).

PARK4SUMP (planned) activities

Development of Park & Ride facilities

- ❑ Czerwone Maki - 196 parking places
 - ❑ Balicka - 40 parking places
 - ❑ Kurdwanów - 167 parking places
 - ❑ Bieżanów - 110 parking places
 - ❑ Mały Płaszów - 166 parking places
- 2 new in development:**
- ❑ Bronowice – ca. 180 parking places
 - ❑ Prądnik Czerwony – ca. 150 parking places



Crucial 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)

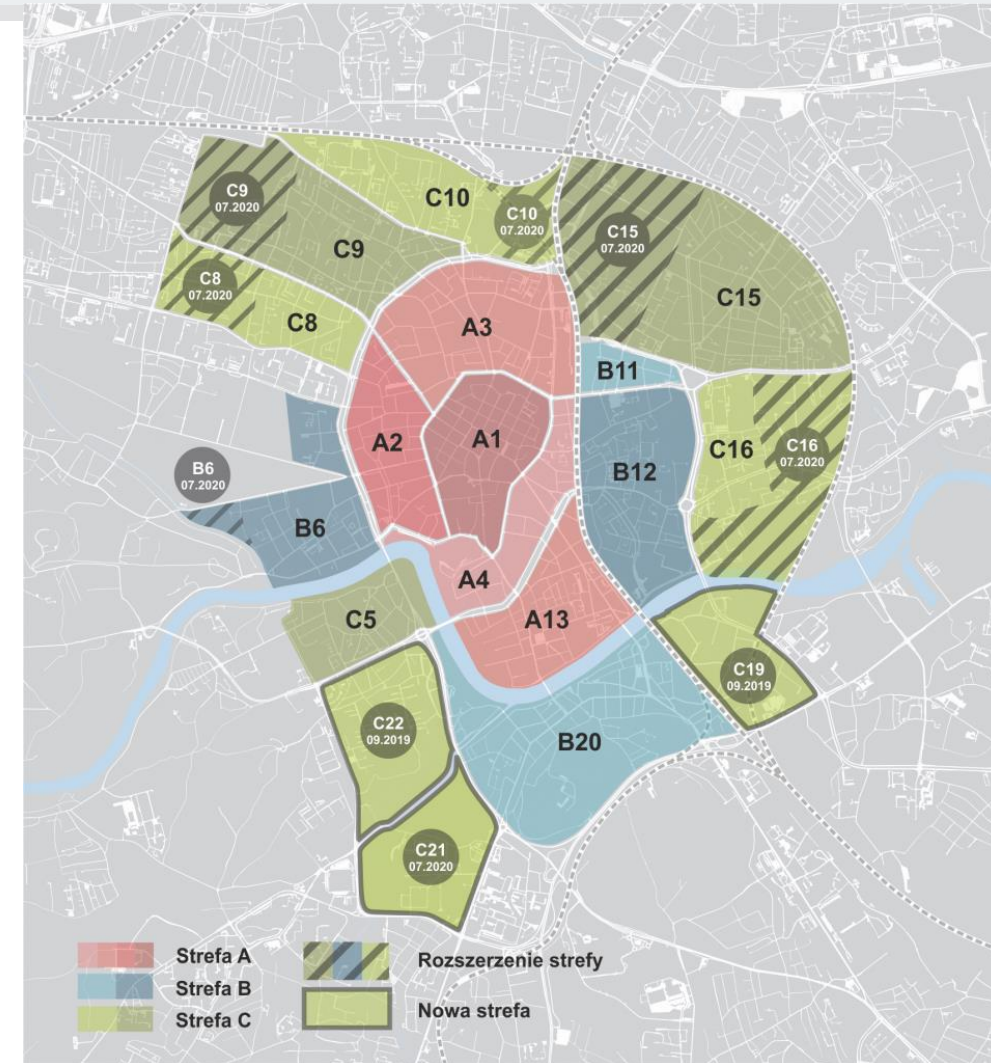
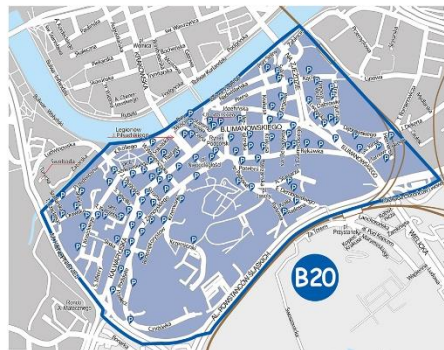
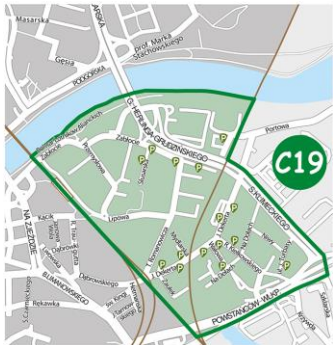
- ✓ In such subzones, fees can be much bigger – related to the minimal official monthly wage (**0,45% meaning ca.10 PLN/hour**)
- ✓ Increase of **maximum fine** – up to 10% of minimal wage (ca. 200 PLN vs 50 PLN so far)
- ✓ New regulation – **at least 65% of income from fees** has to be spend by the 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

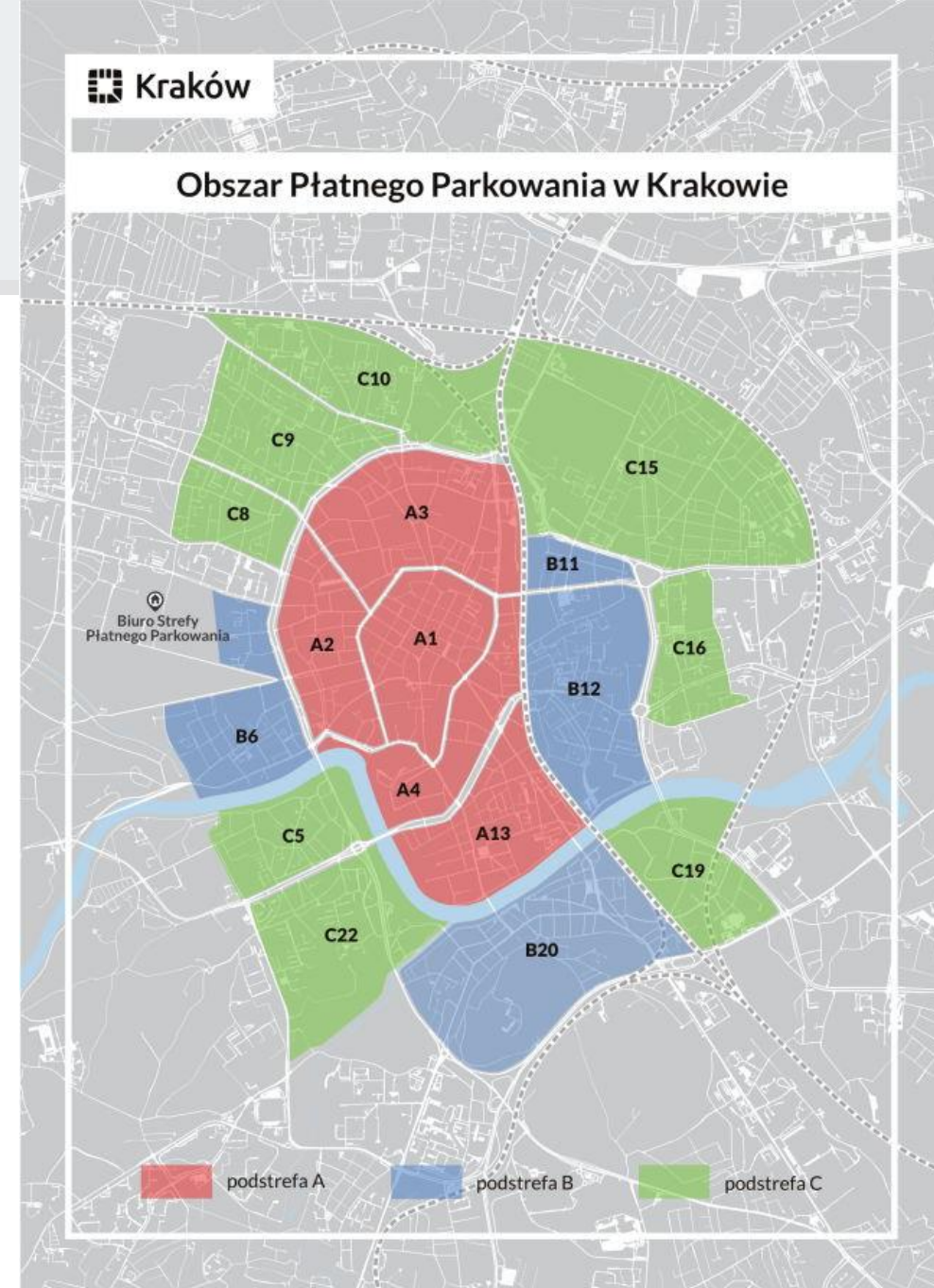
- from 22.09. new sub-areas
- from September 2020 – some more P-zone extensions
- further areas - public consultations planned



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)



Political and social background

- Still growing car ownership (ca. 490/1000)
- In many cases – new P-zone areas requested from inhabitants (via district councils)
- Increasing investments and role of light rail in the agglomeration context
- Intensive development of bicycle routes and calmed traffic zones
- Insufficient capacity of interchanges in the city centre
- Social conditions and the outcome of the local referendum - in the context of underground system and bicycle network development plans
- Increasing political understanding of sustainable transport development and need for „stronger” measures



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. **35 mln PLN** (ca. 8,5 mln EUR)



Use of revenues (Core Funding Mechanism)

2020 budget - scale

- **ca. 50 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...



Use of revenues (Core Funding Mechanism)



Thank you!

Tomasz Zwoliński

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www.krakow.pl

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