



## CIVITAS Park4SUMP Final Conference

# Recycling parking revenues

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# Agenda

**1** SUMP and parking context

**3** Core funding mechanism

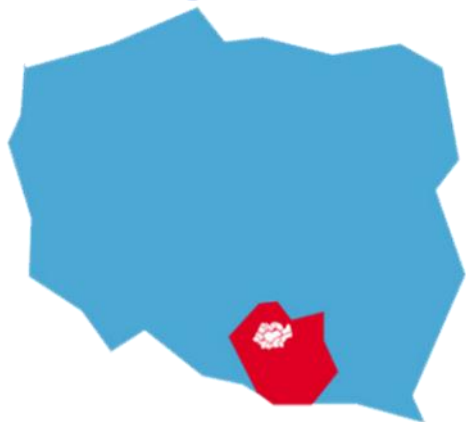
**2** Park4SUMP in Krakow

**4** Wrap-up

# 1 SUMP and parking context

# SUMP and parking context

## Introducing Krakow

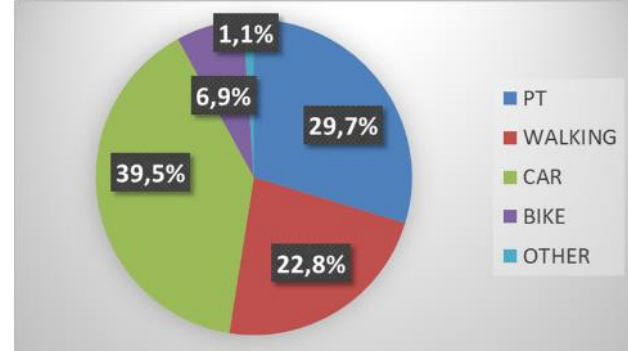


INHABITANTS  
**779 000**

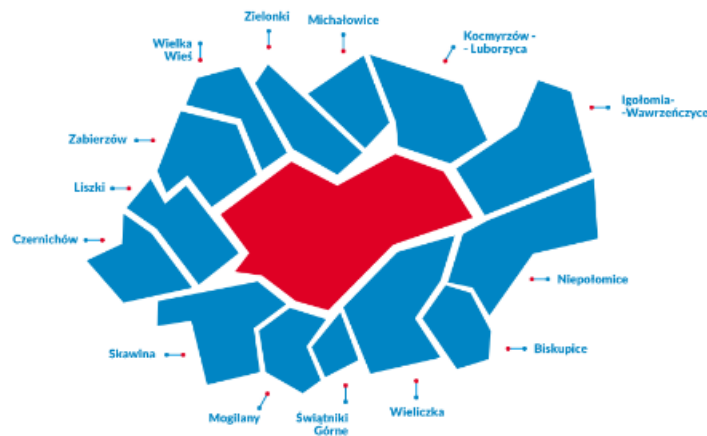
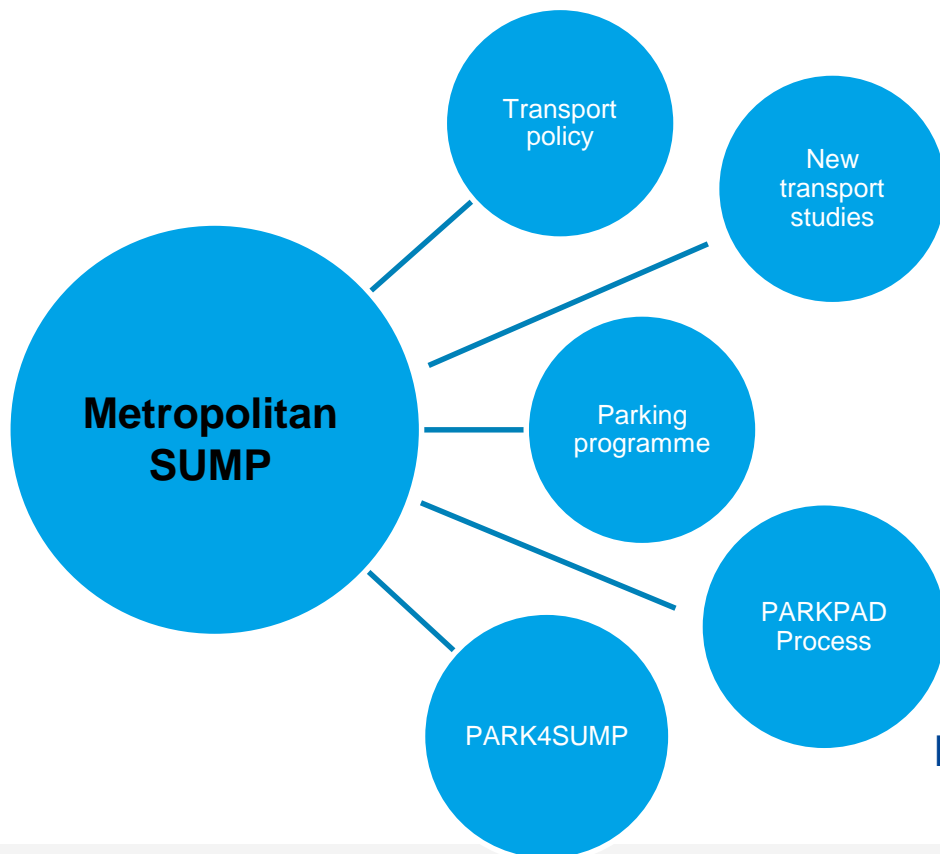
STUDENTS  
**129 000**

AREA  
**327 km<sup>2</sup>**

TOURISTS  
**10 mln**



# SUMP and parking context



Parking management reflected in objectives, packages and measures

# 2

## Park4SUMP in Krakow

# Park4SUMP in Krakow

- ✓ 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

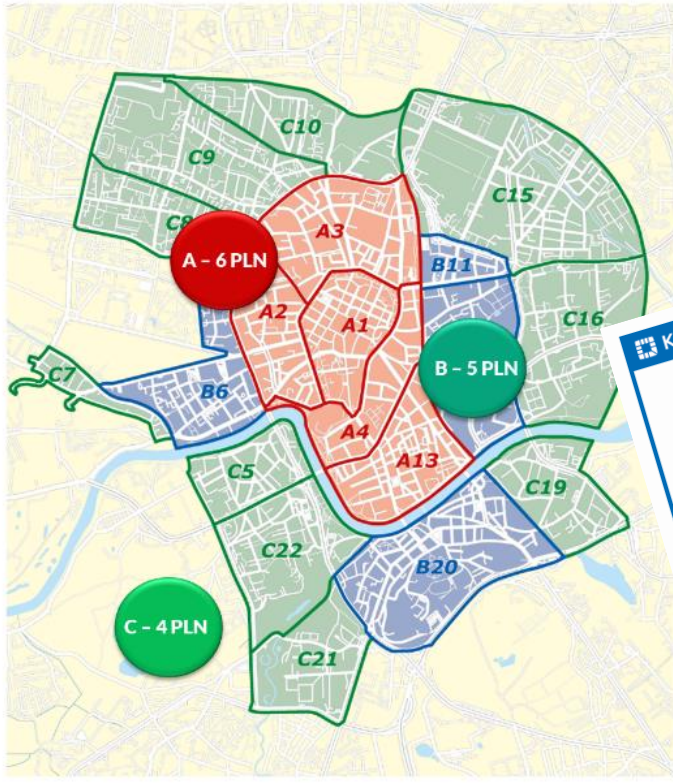


Park4SUMP jest projektem finansowanym przez UE w ramach programu "Horizont 2020", poświęconym pokazaniu jak miasta mogą przystosować polityki zarządzania parkowaniem oraz wdrażać skuteczną i innowacyjną rozwiązania jako część ich Planów Zrównoważonej Mobilności Miejskiej (SUMP).





# Park4SUMP in Krakow



**Kraków**

**P+R**

**KURDWAŃÓW**

Zlokalizowany przy linii tramwajowej „Kurdwanów Paq” – wjazd na parking od strony ul. Poturczyka Halecki

**PARK & RIDE to się opłaca!**

czyny codzienne 430-230 zł za następnego	miłoci 167 pojazdów
4 staniczki rowerowe (złoty, zielony, niebieski, czerwony)	stojaki na 16 rowerów (złoty, zielony, niebieski, czerwony)

KRAKÓW

wawelo

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# 3

## Core funding mechanism

# Core funding mechanism

- ✓ Major changes in national law **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



# Core funding mechanism

- ✓ 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



# Core funding mechanism

## New regulations for Krakow (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**
- In 2020 budget this meant **44 mln PLN** (ca. 10 mln EUR)



# Core funding mechanism

## Budget 2022

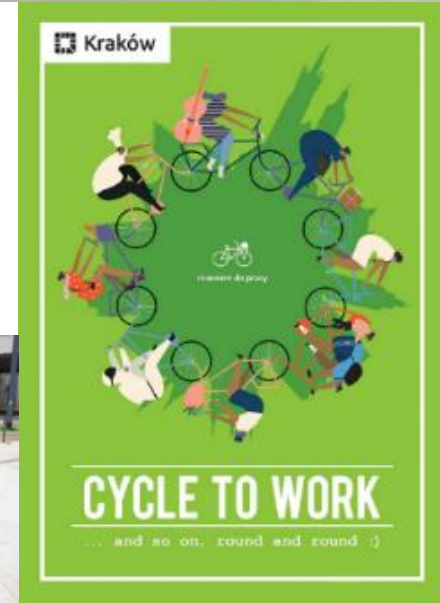
- **ca. 100 mln PLN of income** from paid parking zone
- **out of it - ca 70 mln:**
  - Public Transport needs – 42,5 mln
  - Urban economy and environmental protection – 25 mln
  - Forest areas management – 2,5 mln



# 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...



# 4 Wrap-up



# Wrap-up

- Change of perception of parking management and „image” is possible...
- ...but might require (national) regulations changes
- Most of people like to know the „money flow” and are in favor of core funding mechanism
- People switch to walk, bike and PT with new controlled areas
- Increasing awareness of safety, spatial organisation, public space attractiveness, accessibility of systems, etc.
- Parking system conducive to sustainable transport and attractive public space
- Soft/accompanying measures can lead to behavioural change
- Future challenges with bicycle/e-scooters parking vs. pedestrians comfort
- Inclusion of ParkPAD audit as a part of monitoring system



# Thank you

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