

Measure title : Fast extension of controlled on-street parking in Ljubljana

Country: Slovenia

City: Ljubljana

A1 Objectives

Implementation of parking management measures such as continuous extensions of controlled on-street parking is now part of the new Sustainable transport policy of the Municipality of Ljubljana (2012) where parking management plays an important role in achieving sustainable transport objectives. Parking policy in Ljubljana became more comprehensive after the introduction of SUMP; however some elements, e.g. monitoring and evaluation of parking measures, are still missing. Before the introduction of the SUMP, the municipality used parking management reactively in order to solve problems with on-street parking. The largest problem was for residents trying find a parking place in areas that also offered free long-term parking by daily commuters.

A2 Description of the CS

Ljubljana is the capital of Slovenia with 290,000 inhabitants. As a capital and University City it attracts a lot of daily migrants – more than 100,000, 90 % of them travel by car (data for 2010).

The first on-street parking controls were introduced in year 1971 on some streets in city centre. This gradually expanded with the main push in the last 10 years. In year 2006 there were 2164 controlled on-street parking places in an area about 700 m in diameter around the city centre. This is now zone 1 with highest prices and strictest time regulation (max. 2 or 4 hours). Before the regulation it was difficult for residents to park, because daily commuters and visitors occupied most free parking spaces. After regulation residents can buy a yearly permit and non-residents who want to park must buy a ticket. The maximum length of stay for non-residents is 2 or 4 hours depending on the area. Parking is controlled from 8:00–19:00 on weekdays and 8:00–13:00 on Saturdays. In 2012 controlled on-street parking expanded to other, less central parts of the city – zone 2 and 3 - with a less strict regime.

Parking regulation is done by a public company JP LPT whose owner is Ljubljana municipality. The company carries out activities related to the obligatory commercial public service of the maintenance and cleaning of public parking facilities based on the Decree on Public Parking Facilities Management (Official Journal of the Republic of Slovenia, No. 48/2011).

A large part of the “new” on-street parking spaces were created with the conversion of two ways into one way streets. This was done simultaneously with the parking regulation. On some streets the new space was also used to accommodate a cycle path.

As mentioned above, Ljubljana is now divided in three parking zones. The spatial distribution of parking zones in Ljubljana is shown in Figure 1.

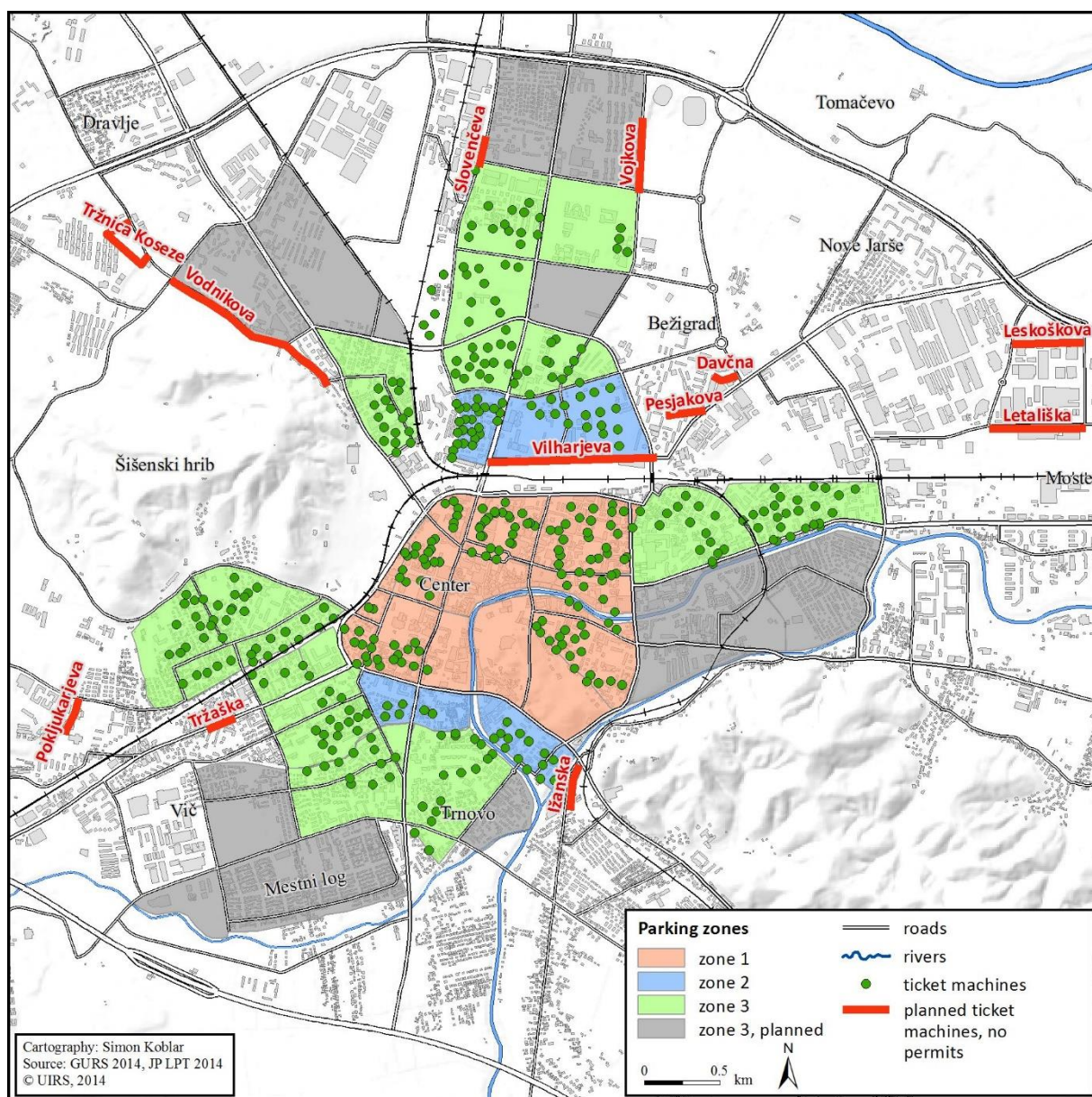


Figure 1: Parking zones in Ljubljana

Prices and maximum allowed time in different zones are shown and described in Table 1.

Table 1: Parking zones in Ljubljana

Zone	Price (€/h)	Max. time (hours)	Operating time	Yearly permit for residents (€/annually)	Who can buy a permit	No. of parking places (2014)	No. of ticket machines (2014)	No. of yearly permits (8. 2014)
1	0.70	2 or 4 depending on the location	Mo.-Fri. 8:00–19:00 Sat. 8:00–13:00	1. permit: 100	Only residents with permanent address	2357	127	1878
2	0.50	6	Mo.-Fri. 7:00–17:00	1. permit: 100 2. permit: 200	All residents	1149	66	548
3	0.40	10	Mo.-Fri. 7:00–17:00	1. permit: 60 2. permit: 120 3. permit: 180	All residents	3134	202	1290

B Costs and who paid them

One ticket machine costs 4500 € including VAT, so with 395 ticketing machines in total this sums to around 1.8 million €. The expansion of parking regulations was done gradually, so the income from parking charges was used to buy new ticket machines to expand the controlled on-street parking zone. In addition to the ticket machines there is also a centre for managing and controlling the system. The cost of this centre was 43,200 €. This includes maintenance of the centre for 4 years. Data on the costs of changing signage and paint was not available. Monthly maintenance of one ticket machine costs 6 €, totalling 2370 € a month for 395 machines.

In the year 2012 the company collected 1.4 million € from on-street parking. Data on the total operating costs for enforcing on-street parking zones was not available. Company JP LPT had more than 160 employees in 2012 and almost 14 million € income (mainly from other activities such as managing main market place and from off-street parking charges), out of which 650,000 was net profit. In the first half of the year 2013 income from parking was lower than in 2012 due to the economic crisis, despite the introduction of new regulated parking zones.

C Project objectives, indicators, data and impact/results

The introduction of controlled parking zones in Ljubljana was an ad-hoc project without strategy, objectives or monitoring. Therefore the only available data is income from parking charges and costs of investments and maintenance of the controlled parking zones. Data on the performance of parking zones e.g. occupancy of parking spaces or length of stay has not been collected systematically.

After the first stage in 2006, the 2008 financial crisis had an impact on less parking in city centre, especially after 2011. In 2012 subsidized PT tickets for students were introduced. As a result, fewer students now travel to Ljubljana by car, which has an impact on less parking around colleges and campuses.

D Implementation process

D1. Stages

The CS was implemented in following stages:

Stage 1: First on-street parking controls were implemented until year 2006 in city centre with 2164 parking places at that time. This was in the area about 700 m in diameter around city centre. This area is parking zone 1 with highest prices and strict time regulation (max. 2 or 4 hours).

Stage 2: year 2012 - 205 new ticket machines in areas around the city centre and some high density residential areas. This was done as a result of high parking over-spill from the controlled city centre into the surrounding areas. Some of these areas are in parking zone 2 and some in zone 3.

Stage 3: year 2014: 70 ticket machines in mostly residential areas. The ticket machines entered service in January. These areas are 1–2 km from the city centre and are all in zone 3. After this stage a total of 6640 on street parking spaces were available in all three zones.

Stage 4: year 2014: 53 new ticket machines are planned in residential areas in zone 3. More controlled parking zones are planned in the future including some streets around major traffic generators (e.g. schools, bigger employers) with only limited time parking and with no permits for residents (see figure 2).

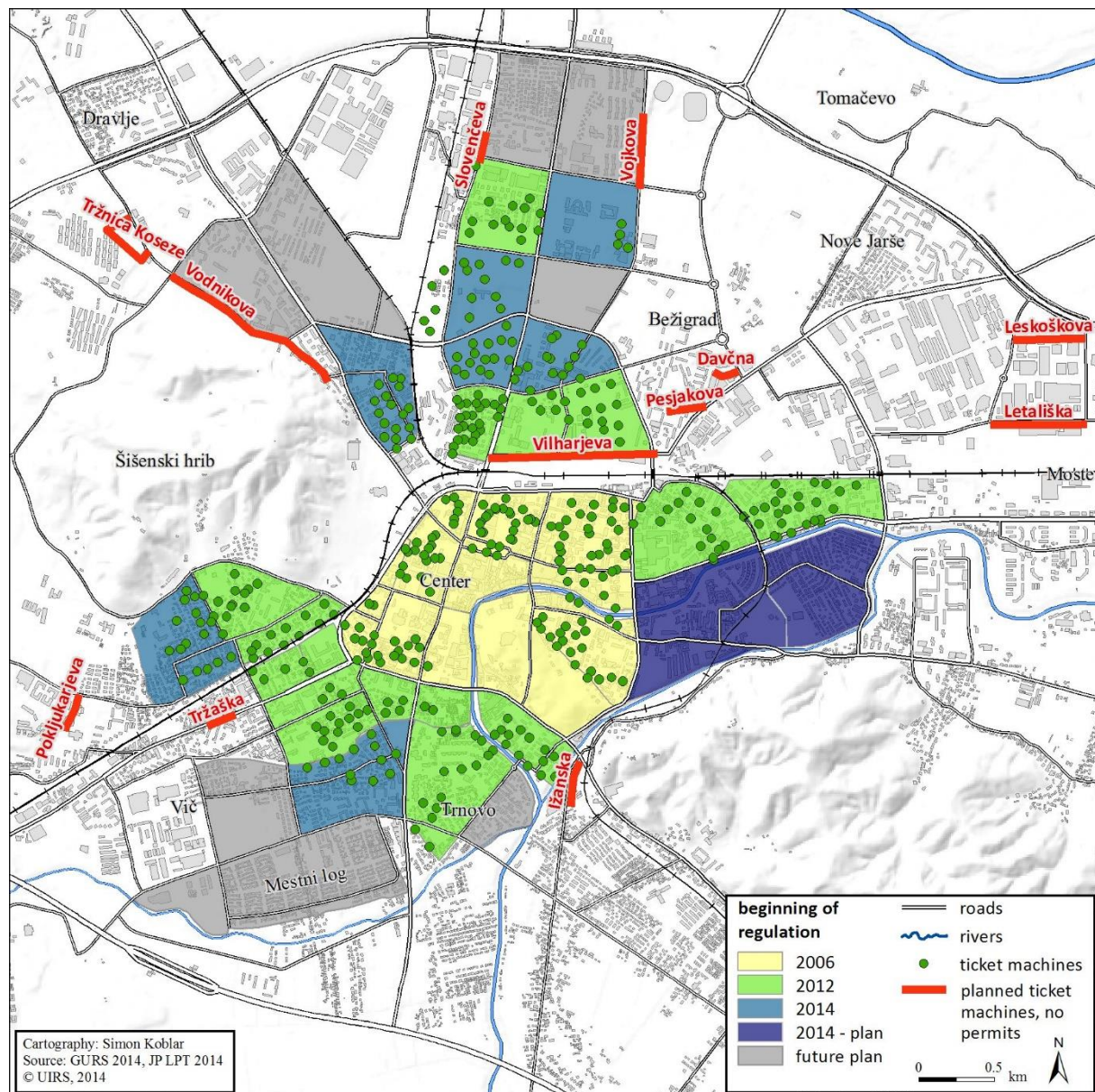


Figure 2: Implementation stages

D2 Barriers

There were some difficulties with residents and visitors that were opposed to controlled parking. Initially, the public perception was that controlled parking had been introduced only to supplement the municipal budget. There was also some vandalism involved (see photo on next page).

On the other hand, as the parking zones expanded, more and more people, mainly residents became supportive of regulations, mainly because they are aware of their positive effects.

Implementation was slowed down for some years because of difficulties with tenders for new ticket machines.



Figure 3: Destroyed ticket machine

D3 Drivers

The main driver for the very speedy extension of controlled on-street parking was strong political support from the current mayor and increasing support and demand from residents as those outside the zone saw how those within were enjoying much easier access to parking.

This report is based on the interview with the JP LPT company representative Ms. Darja Pungečar, data made available by the company and news articles:

- <http://www.24ur.com/v-ljubljani-se-vec-parkomatorov-in-drazje-parkiranje.html>
- <http://www.delo.si/novice/ljubljana/od-sobote-se-vec-placljivega-parkiranja.html>
- <http://www.lpt.si/uploads/cms/file/Zemljevid%20-%20CON.pdf>
- <http://www.lpt.si/web.php?page=222&preview=on>
- <http://www.ljubljana.si/si/zivljenje-v-ljubljani/v-srediscu/67747/detail.html>
- <http://www.ljubljana.si/si/zivljenje-v-ljubljani/promet-infrastruktura/parkiranje-v-ljubljani/>
- <http://www.delo.si/novice/slovenija/dodatnih-parkomatorov-se-ne-bo.html>