



Country:	Romania
City:	Bacau
Number of inhabitants:	144,307 (year 2011)
Area:	43km ²
Population density:	3,494/km ²

Parking Policy and the Implementation of the core funding mechanism

Legal circumstances/constraints and how the City resolved these

When referring to paid parking, we can clearly distinguish between two types: **inner city parking** and **city market parking spaces**.

Therefore, two different rates apply, as outlined below:

- **Inner city parking:** 34 Euro cents per hour, enforcement is performed by restraining the vehicle, and a fine of 23 Euro/day is charged for unblocking the car of.
- **City market parking spaces:** 34 euro cents per hour for the first 2 hours and 3 euro/h when exceeding this initial period; the enforcement is performed by blocking the car, and the fine for unblocking it is 23 Euro/day.

Since 2014, parking fees can also be paid via SMS. This method can be used in all paid parking lots in the city of Bacau, except in the ones at Central Market and South Market.

In this case, the SMS system works in parallel with the parking meters. The SMS number is 7420 and the message

must contain the number 501 followed by the registration number of the vehicle. The fee is charged by the phone operator and is 0.35 Euro + VAT, valid on all mobile networks. Immediately after sending this message, the driver will receive the confirmation and five minutes before the deadline he will be warned again that the parking space should be released or he may request another booking hour.

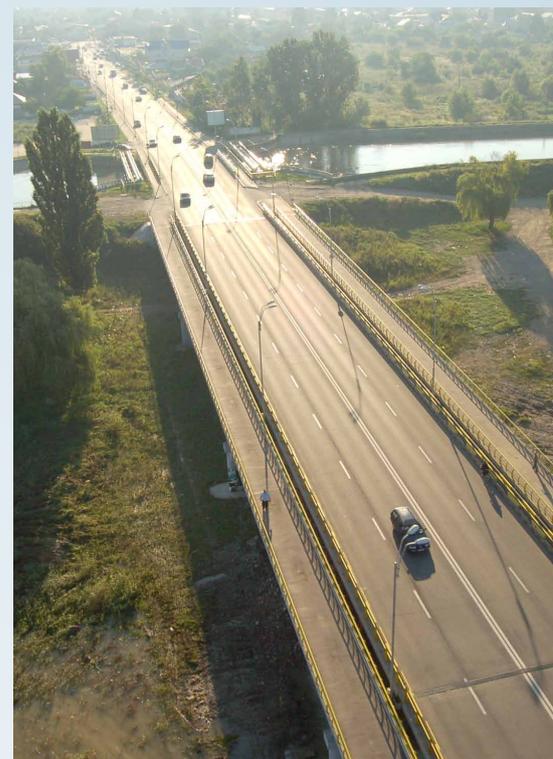
The working hours are Monday to Friday from 08.00-18.00. Local police is the only enforcement authority that checks the database whether that place is chargeable or not and performs an enforcement based on this investigation.

The revenue from parking fees in 2014 was approximately 95,000 Euro excluding operational costs.

With regard to the legal effective enforcement, the legal frame is covered by Local Council Decision nr. 84 concerning the operation and maintenance of public parking spaces.

According to this legal act, the parking violations are numerous, ranging from parking without permit or exceeding parking time, to parking on pavements, crossings, or on spaces reserved for people with disabilities, etc.

The penalties for the aforementioned parking violations vary between 4 and 225 Euros.



Enforcement

Parking spaces are managed by the City of Bacau and enforced by the local police.

As a result of the Push&Pull project, and following the cooperation with the Local Development Agency, the local police increased its control and monitoring of illegal parking.

The Local Police reports show a total of 603 parking tickets in 2015 amounting to 6,000 Euros, the total amount collected into the local budget (paid parking fees plus parking tickets) reaching around 96,000 Euros.



How many paid for parking – where and how much?

The City of Bacau has a total of 18 paid parking lots with approx. 1,000 parking spaces; the amount of parking fees collected yearly is of approx. 96,000 Euro in 2015.

The intention is to increase this amount by 10% by implementing a second “push” measure, the **extension of the controlled parking zone** to cover the whole inner city.

The local police reports show that the incomes from paid parking already increased by more than 10%, and before September 2016 the City already collected around 84,000 Euros.

Who decides upon the mobility fund

Parking spaces are managed by the City of Bacau and enforced by local police.

The mayor and the Local Council determine which specific activities will be paid by the mobility fund. The city council can also have a say in designating money from the mobility fund.



What are the objectives of your mobility policy and how are they supported by parking regulations?

With regard to the Cities' mobility policy, there are two major objectives to be mentioned:

1. Implementing the concept of residential parking permits

The program aims at discouraging overflow parking into residential streets from the central area of the city and to create a workable scheme to fund Pull measures.

The first phase consists of a pilot program issuing 1.000 parking permits for the parking spaces located in the central area of the city and if the measure proves to be successful, in the second phase 10,000 parking permits are to be issued for the rest of the city.

The purpose of the Residential Parking Permit Program is to provide eligible resi-

dents and their out-of-town visitors in defined areas with special privileges related to parking on designated parts of a street or streets in that area. As a rule, the permit allows parking for periods in excess of the otherwise stipulated parking period and exemption from the overnight parking ban during the winter months, subject to some limitations and conditions.

2. Extending the controlled parking zone to cover the whole inner city

The inner city of Bacau has 1026 public parking spaces. Instead of encouraging the use of alternative means of transport, within the last years more and more parking spaces were created. This is now considered as incorrect and it is intended to change people's perception on mobility by discouraging car use within the inner area of the city.

The objective of this measure is to reduce car traffic in the inner city of Bacau by 10%. This will also affect residents, customers, shopkeepers and car commuters nearby the inner city.

Parking spots will be transformed from free parking spots into paid ones and the fees will be raised in order to discourage citizens from using the car especially in the inner city.

Modal split indicates the share of different modes of transport in the inner city, including non-motorized modes and pedestrian trips, within the overall transport demand. Public transport, Environment Agency and traffic police data, show the following modal split of journeys for 2014 in the inner city: walking 46%, cycling 4%, public transport 27% and car 23%.

Expected income and (planned) spending from the core funding mechanism

The core funding mechanism is already in operation in Bacau since all the revenues from parking fees and fines are collected in the local budget and all the measures that are planned to be implemented will be financed partly from this budget. To be more effective and to increase the visibility of this mechanism, an own department is created which is responsible for the parking management.

Bicycle paths are going to cover the whole inner-city infrastructure, and the on-street parking is envisaged in strategic areas, like cultural and sports infrastructures, such as "Radu Beligan" Summer Theater near the Central Park, "George Bacovia" Municipal Theater in the very heart of the City, and the Central Stadium. All these are places known for their capacity of attracting people at cultural and sports events.

The amounts collected from this PUSH measures shall be supplemented with funds from the Regional Operation Programme, as it aims to promote sustainable growth also with regard to social infrastructure at regional and local level.

What projects / measures did you finance since the implementation of the core funding mechanism and which ones are you going to finance in the next 1-2 years?

Public transport tickets for pupils and students will be fully subsidised, starting from September this year. This decision was taken by the Local Council resulting from the activities of the Bacau Development Agency within the Push&Pull project. The cost of implementing this measure is around 2,205,000 Euro/year and is paid for by the local budget.

Another measure that will be implemented is the **development of new tracks for cyclists on the city's main streets**, in which will result in the development of a high quality cycling network that provides cyclists with safe and continuous routes with good levels of service. Moreover, high quality bicycle parking racks will be installed at strategic destinations in the city

centre, such as rail and bus stations, market squares and schools.

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www.push-pull-parking.eu



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