



**Parking Policy and the Implementation of the core funding mechanism**

Country:	Poland
City:	Krakow
Number of inhabitants:	760,000
Area:	326,85 km <sup>2</sup>
Population density:	2322/km <sup>2</sup>

**Legal circumstances/constraints and how the City resolved these**

**a.) In your country, does a city have the power to decide on the rates of paid parking by itself (without national or regional interference)?**

Paid parking exists in Krakow since the late 1980's. The major issue for all Polish cities and for the local parking policy is the fact that maximum rates for the parking in the controlled zones in Poland, as well as additional charges for drivers not paying, are set by the law at the national level (2003). For many years there has been a pressure from Polish cities to change that law, in order to let local governments set the level of prices. Under these circumstances, in Krakow, as in many other Polish cities, prices are set at the maximum possible level.

It is not possible to increase maximum prices set by national law.

**b.) Does a city have the opportunity to earmark revenues from paid parking to finance sustainable mobility solutions?**

The City of Krakow has the

power to use revenues from paid parking, as this is an income of the municipality. For now, the majority of the income is used to finance the development of the parking system (i.e. Park & Ride, off-street parking lots) and for paid parking zones maintenance.

**c.) Please elaborate on the legal situation regarding enforcement (please consider the following questions: Is there effective enforcement? Who can carry out enforcement? What exactly is enforced – only paid parking or all types of parking violation such as parking on crossings, sidewalks and so on)**

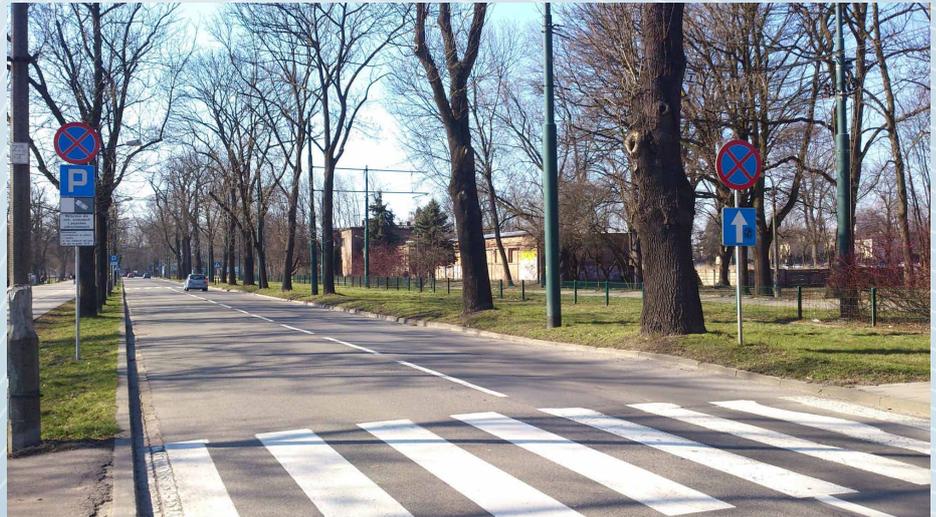
The City of Krakow decided to implement a core funding mechanism, as an act of local law, particularly decree of the Mayor of Krakow. Although, due to legal constraints, the act is more general and offers some flexibility (i.e. according to currently available legal possibilities for the municipalities). The main message is that every year, during construction of the new budg-

et, 20% of the income from the paid parking zone, will be particularly "earmarked" in the new budget, as a funding source for sustainable mobility modes. It shall cover mainly promotional activities, but also infrastructure and equipment, if possible (i.e. bicycle racks, mobile services, improvements in walking environment, etc.). Taking into account that the income from the paid parking zone is approx. 40 million Polish zloty per year, this means that 8 million zloty will be available for sustainable modes. This is generally more than the money dedicated, for example, to separated cycle lanes before the PUSH & PULL project (approx. 2-3 million/year).

**d.) If you are facing legal constraints, have you been able to resolve these and if so, how did you achieve this?**

The main issues during the preparation and implementation of the core funding mechanism were part of a complicated consultation and discussion process. Many municipal departments had to be

involved in the process, but what was most important, the general idea and the willingness to establish this funding mechanism were widely approved. The process was in line with the preparation and adoption of the new transport policy for Krakow, therefore many discussions about sustainable mobility and necessity to strengthen the role of especially “weaker” modes like walking and cycling were held.



## How many paid for parking – where and how much?

**How many parking spaces on and off-street are controlled by the City and how many have regulations requiring people pay to use them or to have a resident’s or other permit? How much do people need to pay per hour or per year (for a permit)?. Do charges vary according to the type of vehicle and/or how many permits does each household have? Explain whether any types of household or user are not allowed to obtain a permit or to buy hourly parking.**

Currently, the paid parking zone in Krakow includes 29,000 parking spaces. The zone is divided into 8 sub-zones. Resident permit works only in one sub-zone, where the car owner is registered.

With regard to off-street parking, the City of Krakow is

managing 2 parking lots near the city centre with a total capacity of 335 spaces and 2 Park & Ride facilities, which have a total capacity of 250 spaces. Further development of the Park & Ride system is ongoing.

Payments in the paid parking zones are valid on weekdays (Monday-Friday, excluding holidays) from 10:00a.m. until 08:00p.m.

As mentioned before, the prices are set (by the local City Council) at a maximum possible level as follows:

- first hour: 3,00 PLN (approx. 0,75 EUR)
- second hour: 3,50 PLN
- third hour: 4,10 PLN
- fourth and more hours: 3,00 PLN

The minimum payment is 1,00 PLN (20 minutes).

There are also payment options for a duration longer than only a few hours:

- available for all drivers:
  - for one day – 25,00 PLN
  - one week (5 consecutive working days) – 125,00 PLN
  - monthly – 250,00 PLN
- for residents of the zones P1, P2, P3, P4, P5, P6I, P6II, P6III, P6IV, P6V, P7, P8)- monthly – 10,00 PLN
- for people with reduced mobility the monthly fee is 2,50 PLN
- for micro entrepreneurs (SMEs) – the monthly fee is 50,00 PLN
- for cars with electric or hybrid engines the fee is reduced to 100,00 PLN/month

The main payment options are:

- parking meters with coins
- PayPass credit cards and other bank cards
- Krakow Municipal Card
- subscriptions (also possible to be bought electronically via website: [eabonamenty.mi.krakow.pl](http://eabonamenty.mi.krakow.pl))
- mobile phones: using mobi-Parking service in the Sky-Cash system)



## Enforcement

**Currently is there effective enforcement of parking regulations in place and if so, where and for which types of parking (e.g. paid parking only, or parking for residents)? How and by whom is the enforcement carried out?**

Enforcement is performed by the city through employees of Miejska Infrastruktura (the city unit responsible for parking issues), who are supported by private companies selected in a public tender. Enforcement is also performed by local police, when it relates to violation of regulations concerning stationary parking and parking in general (eg. parking at crossroads, sidewalks). The (national) police can also issue fines to drivers that park their cars illegally (on a reserved spot for a different car, on pavements,

green spaces, close to intersection or crossings, etc.). The fines are regulated by national law, but always as a minimum and maximum level for certain parking or driving offense. Since several years, all the fines are referred to as 'credit', have to be paid within 7 days and it is not possible to pay on-site directly to the police officer.

The main problem concerning the enforcement of paid parking zones is that, according to the national law, cars parked outside of the marked parking spaces are not treated as being "inside the zone". Therefore they can avoid the fine, unless they will be fined for another offense (i.e. parking on the sidewalk where it is not allowed).



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

**What are the objectives of your mobility policy? Do you want to fight parking violation? Do you want to gain money? Do you want to free residential areas from parked cars of commuters? Do you want to reallocate public space and make it available to the citizens instead of cars? Do you want to fill (half-empty) underground garages? Do you want to reduce congestion and increase the modal share of alternative modes of transport to the car? What is your mobility policy seeking to achieve and how do parking regulations support it?**

Despite growing car ownership, Krakow still demonstrates a very positive modal split with approx. 50% of all journeys being made by public transport (trams and buses). However, city growth, increasing vehicle numbers, the desire for greater mobility and years of neglecting road maintenance, have made road infrastructure and public transport the most challenging policy areas in Krakow. The last version of local transport policy (2016-2025), developed according to SUMP principles, has set four main objectives concerning parking policy, among many others supporting sustainable development of the transport system:

- development of parking networks consisting of Park&Ride, Bike&Ride, Kiss&Ride, especially connected to tram and train networks, in the vicinity of 3rd and 4th ring roads
- creation of the multi-level parking, with objective to avoid an increase in the parking potential in the area
- actions to better arrange and limit parking on streets and on pavements
- enlarging the paid parking zones taking into account areas with big parking space deficit

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

According to current estimations, it is expected to collect approx. 40-50 million PLN per year from parking revenues. The core funding mechanism is aiming to set aside 20% of

the income for the sustainable modes (mainly walking and cycling infrastructure and management), meaning approx. 8-10 million PLN for these measures per year. The

majority of the income, as in previous years, will be spent for maintenance and development of the whole parking system in the city.

## Who decides on how the money in the mobility fund are spent?

The revenues from paid parking zones are collected by Miejska Infrastruktura – a company owned 100% by the City of Krakow, and then mainly used to maintain the existing parking system (enlarged almost every year) and develop new parking fa-

cilities (i.e. recently opened off-street parking lot in Krakow-Podgórze district). However, when the budgets are set for the oncoming year, the company has to agree their budget plan with the (vice) Mayor and so far, some percentage of the income

was used for other mobility needs, not related to parking (i.e. cycling infrastructure, public bike scheme, etc.), in an informal way. The core funding mechanism to be established, intends to make this process more formal.

## 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?

It is planned to use the money of the core funding mechanism mainly for cycling and walking measures and developments, for example:

- installation of bicycle racks
- support for the STARS – Cycling to school project
- support for the development of Wavelo public bike rental scheme
- creation of an interactive map of problems and obstacles faced by citizens when walking
- creation of “Walk2Work” campaign

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