



Parking Policy and the implementation of the core funding mechanism

Country:	Spain / Catalonia
Province:	Tarragona
Number of inhabitants:	133.545 (year 2013)
Area:	55,03 km ²
Population density:	2.426,77/km ²

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)?

The City of Tarragona can decide on its own parking rates, without regional or national interference. In Spain, municipal ordinances regulate car parking in urban streets so Municipalities are the public administrations responsible to implement paid parking schemes at urban level.

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

The City of Tarragona has the power to decide on how to use the income from parking revenues. As such, it can be used to finance solutions for mobility problems.

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 Tarragona has a legally binding enforcement policy.

Enforcement is performed by AMT ("Aparcaments Municipals de Tarragona" the public company that manages both on-street and off-street parking in the city) when it concerns:

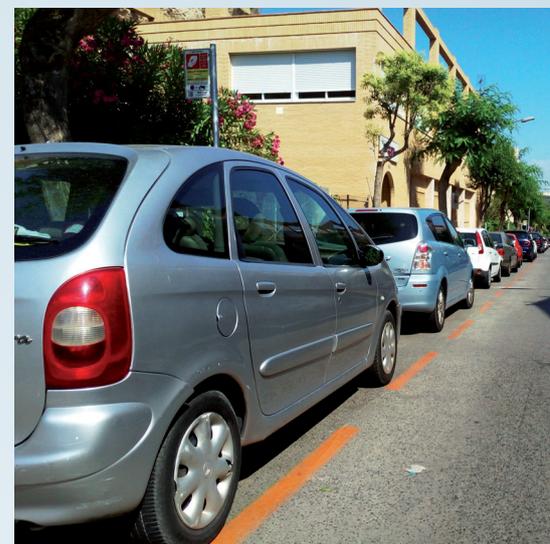
- Public parking spaces where the allowed duration of parking is limited
- Public parking spaces with a paid parking regime (including resident zones)

Enforcement is performed by the Local Police when it concerns:

- Violations of the regulations concerning stationary parking and parking in general (e.g. parking at crossroads or on the sidewalks)
- Fraud with parking discs

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

There were no legal constraints when the parking policies were implemented (after the adoption of the SUMP by the city in 2012).



Was there any difficulty in the implementation of the core funding mechanism? Did you need to change the law or alter financial structures to perform the implementation? If yes, what activities did you undertake and how did you convince decision makers? Which arguments worked in your city?

On the one hand, according to the Spanish regulations, Municipalities in Spain have 3 different funding sources:

- Local taxes;
- Budget transfers from the Spanish or Regional Governments;

- Property / capital transfers and public licenses;

The overall budget is distributed by the Municipality to every Department (Urbanism, Mobility, Tourism, etc.). Therefore, there are some legal constraints to implement the core funding mechanism at this level.

On the other hand, Spanish Municipalities can certainly implement the core funding mechanism at their public companies. This alternative has fewer difficulties and not so many legal constraints.

Thus, the city of Tarragona is currently implementing the core funding mechanism at the

public parking company AMT ("Aparcaments Municipals de Tarragona") to fund the public transport operator and also some studies on sustainable mobility measures.

How many paid for parking – where and how much?

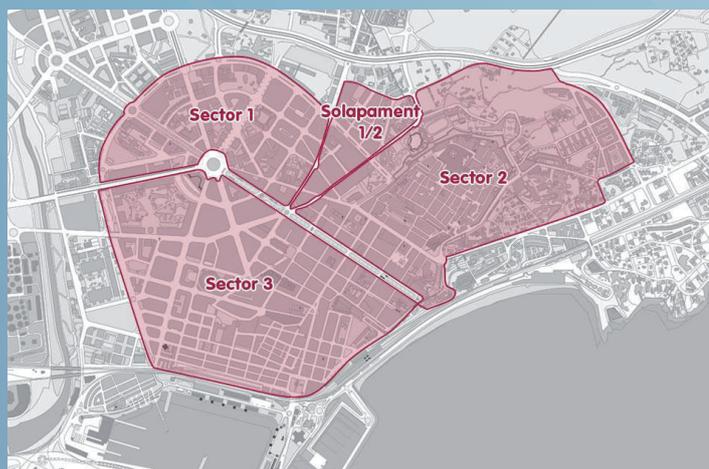
How many parking spaces on and off-street are controlled by the City and how many have regulations requiring people to pay to use them or to have a resident's or other permit? How much do people need to pay per hour or per year (for a permit)?. Do charges vary according to the type of vehicle and/or 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.

The inner city of Tarragona is composed by the old city, called "Part Alta", and the central city, called "Ciutat". Both quarters comprise 45% of the population of the city and almost all working, touristic and commercial places, and

so they concentrate most of the movements occurring in the city.

There are currently 3 paid parking areas with 1168, 786 and 461 parking places respectively (and 496 parking places overlapping areas 1 and 2). The first controlled parking zone ('sector 2' in the following figure) was implemented in Tarragona in October 2012.



Currently there are 3 different regulations within the paid parking area of Tarragona:

Green for residents	Orange for long-term parking	Blue for short-term parking
<p>Residents: 0.40 €/day Non-residents: Max. stay: 2 hours</p> <ul style="list-style-type: none"> - 30 min: 0.75 € - 1 hour: 1.10 € - 2 hours: 3.00 € 	<p>Residents: 0.40 €/day Non-residents: 2.30 €/day</p>	<p>Max. stay: 2 hours</p> <ul style="list-style-type: none"> - 30 min.: 0.75 € - 1 hour: 1.10 € - 2 hours: 3.00 €

There are two different ways to prove oneself as a resident: with a **resident badge** or with a **resident card**.

The resident badge (100€ per year or 25€ per trimester) allows the holder

to park in the Green zones of the corresponding parking area without buying hourly or daily parking tickets. Moreover, the resident badge gives some other advantages in the Orange zones.

The resident card (15€) allows the holder to park in the Green zones of the corresponding parking area paying 0.40€ per day.



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 existing and carried out both by the public parking company AMT ("Aparcaments Municipals de Tarragona") and the Local

Police. To enforce paid parking, in the beginning severe measures were needed: wheel clamps and dragging away of cars. These measures were extremely unpopular but succeeded in improving parking behaviour and paying obedience.

Camera cars are the most important initiative that has been implemented within the P&P project to improve parking enforcement. Camera cars are

vehicles fitted with a camera and automatic number plate recognition technology that patrol key areas in the city.

These cars are used to tackle areas which have proved difficult to enforce by other means including those where there are safety restrictions such as schools surroundings, pedestrian crossings and where illegal parking disrupts traffic flow such as bus stops and taxi ranks.

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

Describe 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 re-allocate public space to the citizens instead of cars? Do you want to fill (half-empty) underground garages? Do you want to fight congestion and improve the situation for alternative modes to the car use? Explain what your mobility policy is seeking to achieve and how parking supports this.

Before the implementation of the SUMP, car use increased steadily and there were parking problems at the city downtown (in fact, it was always peak hour between 8 am and 8 pm!). The following are two examples of the situation at that moment:

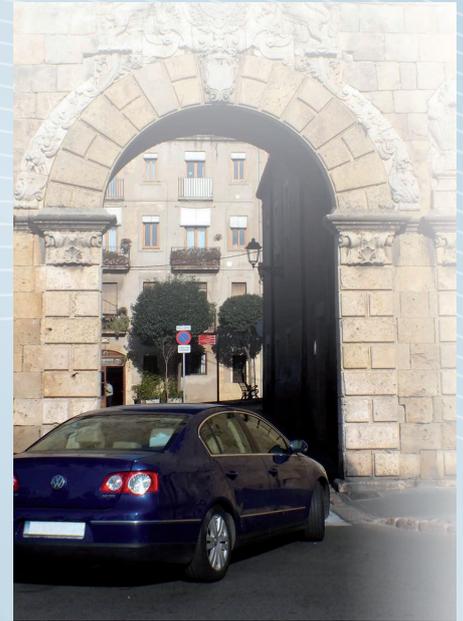
- 80% of greenhouse gas emissions were due to traffic;
- 97% of public transport incidents were due to traffic jams and parking violations;
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- 97% of public transport incidents were due to traffic jams and parking violations;



A car getting into the city downtown

The objectives of the SUMP of Tarragona 2012-2017 are as follows: to decrease air pollution, to decrease car use, to allocate more public space for pedestrians and cyclists, to take care of people's health, to promote a healthy way of life, to reduce social gaps / inequalities, to ensure an efficient public transport and to revitalize the city downtown.

To achieve these goals the SUMP of Tarragona includes an Action Plan organized around 7 action fields (Walking, Cycling, Public Transport, Parking management, Freight management, Car related measures and road safety) and 80 measures.



Double parking

Therefore, the SUMP has led to a mobility policy with a push and pull approach, which means offering a combination of rewards / incentives and punishment to induce behaviour. On the one hand, by making car parking expensive in the city downtown car drivers are expected to be pushed to use more sustainable means of transport (walking, cycling and public transport). On the other hand, by promoting long-term parking facilities in the city outskirts (park&ride and Orange zones) and at the same time offering good alternatives (new public transport network) more people will choose to come by foot, bike or public transport.

The most important measure of the SUMP of Tarragona is the implementation of parking management in the city.

Despite the initial opposition from citizens, the parking management scheme is not a political controversial issue anymore. To do so, the Municipality of Tarragona organized over 50 meetings with district councils, citizens and key local stakeholders to raise awareness about the parking management measures. In fact, district representatives are currently asking the Municipality to extend the controlled parking area to all neighbourhoods.

The more relevant results related to the parking management measures in the city are as follows:

Quantitative	Qualitative
<ul style="list-style-type: none"> • less occupancy rate of parking spaces; • lower average parking time; • better use of public space (less parking violations); • better parking rotation (more cars can use the same parking space during the day). 	<ul style="list-style-type: none"> • the initial opposition to the parking management measures has turned into support; • Citizens' representatives of those areas where parking management has not been implemented yet are demanding the Municipality to extend the paid parking area ("green zone") to their neighbourhoods.

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

The board of Mayor and Aldermen (the elected City board) determines which specific activities will be funded by the mobility fund. However, since the SUMP was politically adopted in the city council (2012) all political parties are committed to

implement the measures included in its Action Plan. Obviously some issues are still up to debate amongst politicians, mobility experts and local stakeholders but the goals of the mobility policy remain steady and invariable.



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?

The city of Tarragona plans to invest the money from parking revenues in the following measures:

- To fund the public transport operator;
- To implement charging stations for electric vehicles;
- To install traffic sensors in the main avenues of the city and develop a traffic management system;
- To draft a bicycle network together with the key local stakeholders;
- To integrate the ticketing machines of the public transport operator and the public parking company to allow new P&R fares;



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