

Primer tuje prakse upravljanja parkiranja – Krakov in Poljska

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Agenda

- 1** SUMP and parking context
- 2** A parking offer for the city center
- 3** Parking programme
- 4** On-street reductions
- 5** Earmarking parking revenues
- 6** Latest changes and wrap-up

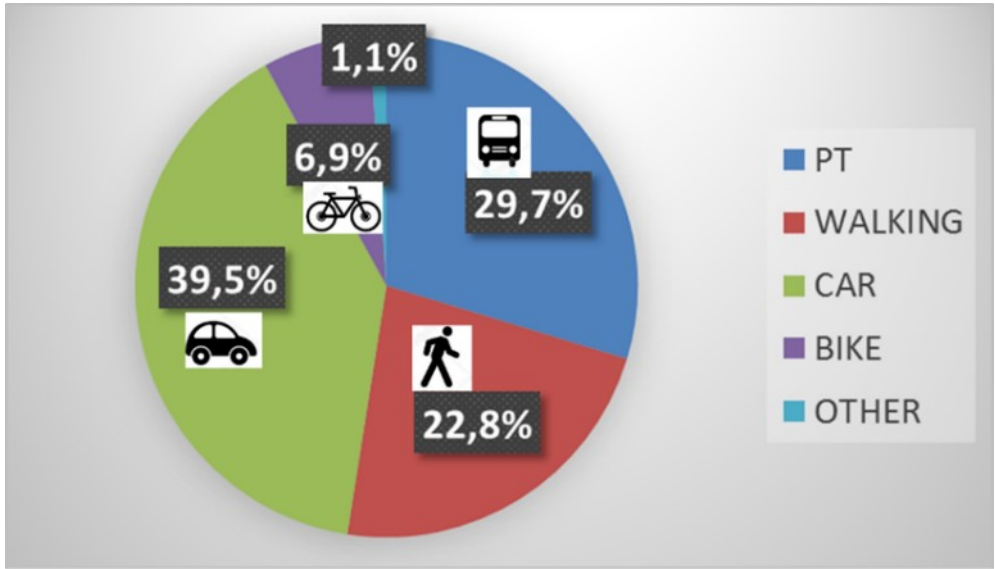


SUMP and parking context

Introducing Krakow



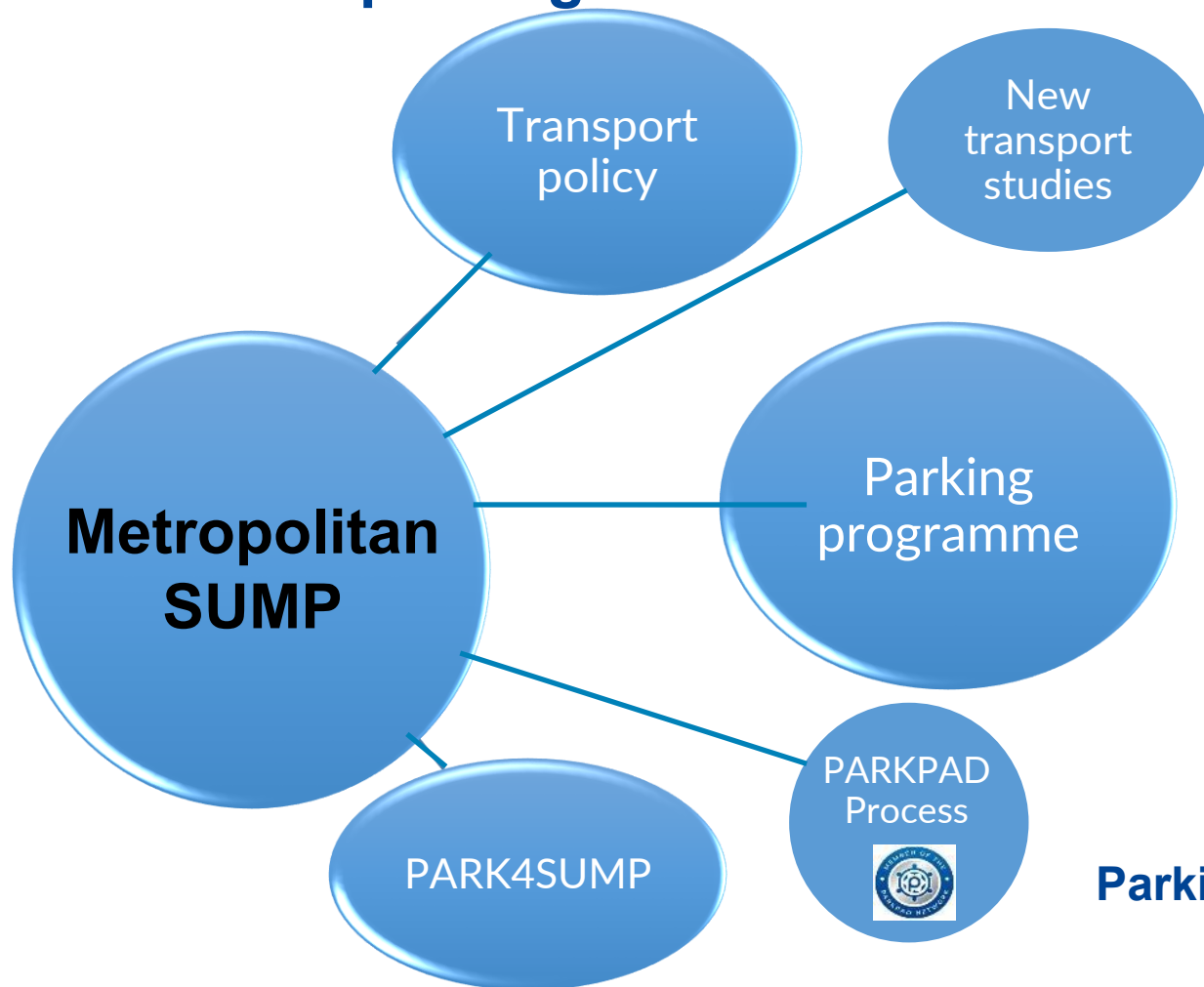
INHABITANTS 779 000	STUDENTS 129 000
AREA 327 km²	TOURISTS 10 mln



Modal share (2018)



SUMP and parking context



Parking management reflected in objectives, packages and measures



MAIN OBJECTIVE

Parking system in Krakow conducive to sustainable transport and attractive public space

- less parking investments planned
- construction of car parks planned for the **elimination of above-ground parking spaces** (located on pavements)
- construction of P&R car parks, B&R shelters
- increasing the number of bicycle and scooter racks
- changes concerning parking ratios/standards
- better ordering of tourist traffic/coach spots



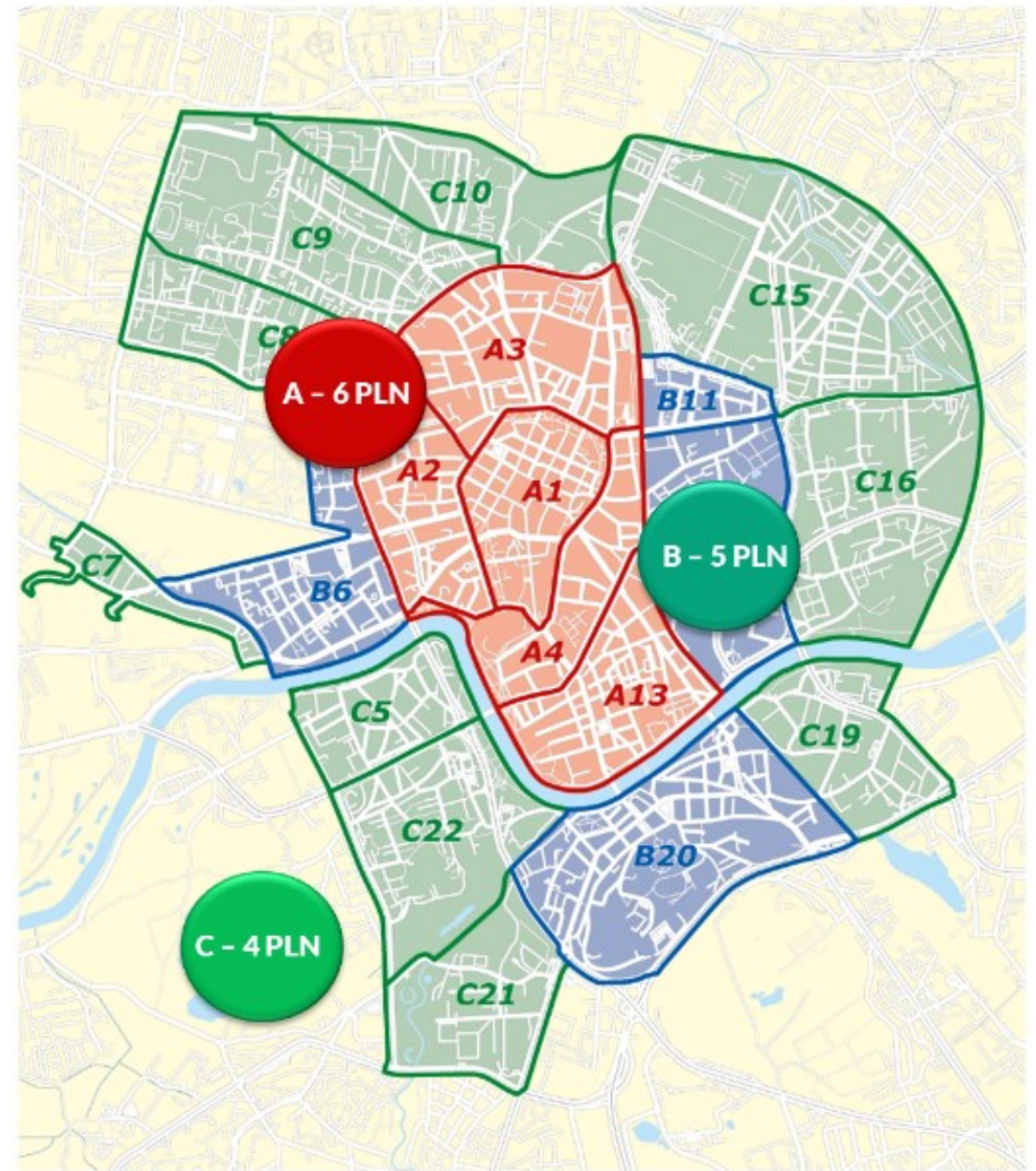
Short history of the Paid Parking Area

- **1988** - a project of calming car traffic in the center of Krakow was adopted and three zones were created:
 - A - pedestrian traffic
 - B - limited traffic
 - C- controlled parking
- **1991** - starting the collection of parking fees
- **2009** - purchase of the first parking meters



Paid Parking Area - 2023

- 3 subzones, 19 sectors
- ca. 20.000 parking spots
- fees are charged for parking from Monday to Saturday
- (working days) 10:00 – 20:00 hrs.
- Rates
 - subzone A: 6 PLN (1,27 EUR)
 - subzone B: 5 PLN (1,06 EUR)
 - subzone C: 4 PLN (0,85 EUR)



Parking policy: ca.300 places eliminated from 2 squares:
Mały Rynek, Plac Szczepański (2008/2009)



Bicycle parking in place of eliminated parking spots



Legal issues

- Pavement space **left for pedestrians** shall be min. 2,0 m.
- In specific conditions it is allowed to leave 1,5 m.
- Decisions of higher-level government (Małopolska voivodship)
 - **as a result of control processes** –
 - clear directions for municipalities**

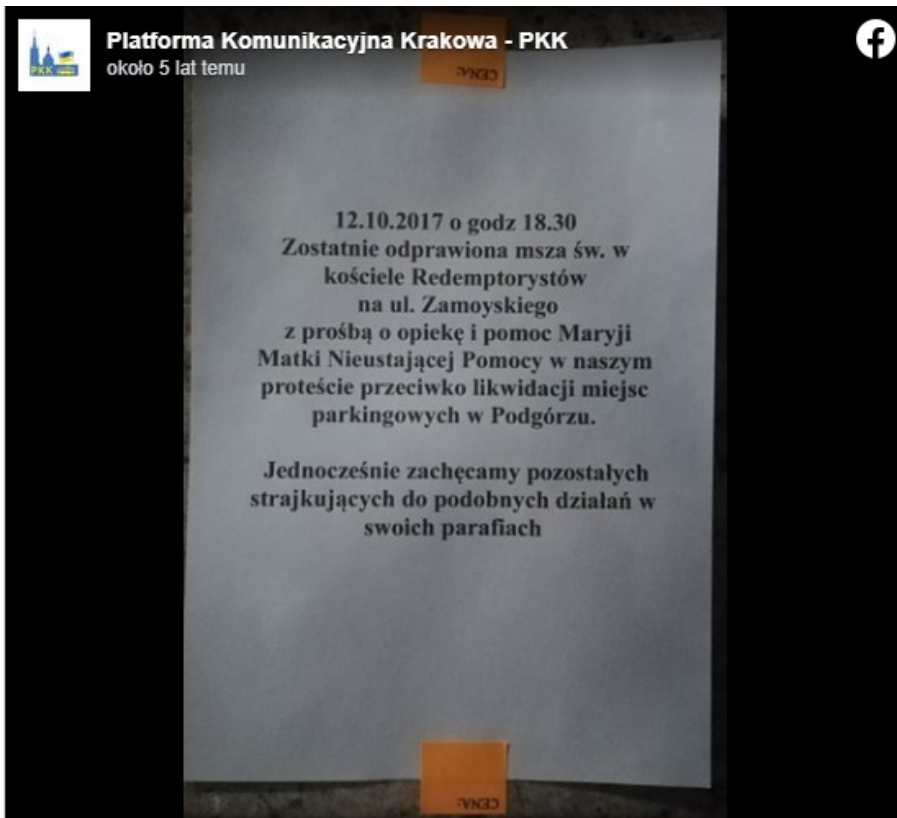


On-street parking reduction



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To się dzieje naprawdę 😊 Ci sami protestujący którzy blokowali wczoraj tramwaje na placu Wszystkich Świętych utrudniając życie tysiącom pasażerów, teraz... próbują odwoływać się do sił boskich.

Nasz komentarz? Tu, wśród prowadzących profil PKK są zarówno osoby religijne, jak i niewierzące. Jednak wszyscy zgodnie stwierdzamy: Boga w to nie mieszajcie.

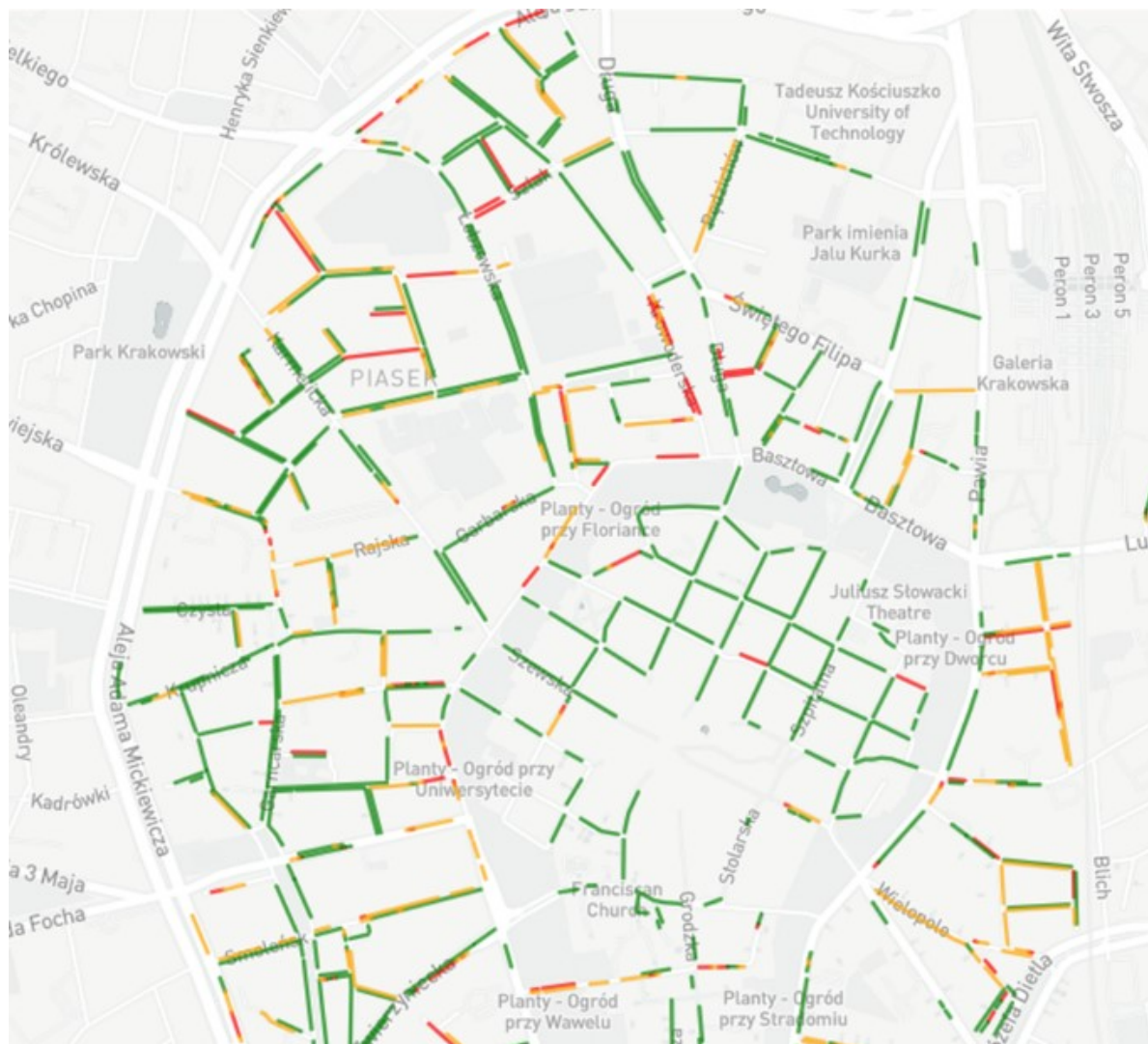
#Matka_Boska_Parkingowa ?

👍 452 💬 137 ➡ 232

Organization of holy mass in the local church



Adaptation process



Almost 1800 parking places concerned

Analysis & inventory:

- 660 spots to be removed in historical city centre
- Grzegórzki District (> 300)
- Kazimierz (261)
- Old Podgórze (200)



Reduction of the on-street parking



...also thanks to 2 new off-street car parks



Ulica Dietla po zmianach



Pavements for pedestrians only
Cycle lanes
Parking spots on the street surface
Possibility to turn off the traffic lights



Core funding mechanism

- ✓ Major changes in national law **since 2003**
(maximum fee of **3 PLN (0,63 EUR) /hour**)
- ✓ Main reasons: increase of car ownership, higher responsibility for air pollution, etc.
- ✓ Big lobbying from PL cities (via association, MEPs)
- ✓ 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 (2,11 EUR) /hour**)
- ✓ Increase of **maximum fine** – up to 10% of minimal wage (ca. 200 PLN (**42,29 EUR**) vs 50 PLN (**10,57 EUR**) 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 (21,1 mln EUR) of income** from paid parking zone
- **out of it – ca. 70 mln PLN (14,8 mln EUR) invested in:**
 - Public Transport needs – 42,5 mln PLN (8,9 mln EUR)
 - Urban economy and environmental protection – 25 mln PLN (5,3 mln EUR)
 - Forest areas management – 2,5 mln PLN (0,5 mln EUR)



Wrap-up

- Change of perception of parking management and „image” is possible...
- ...but might require (national) regulations changes
- Most 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



Latest decisions of City Council (22 Feb)

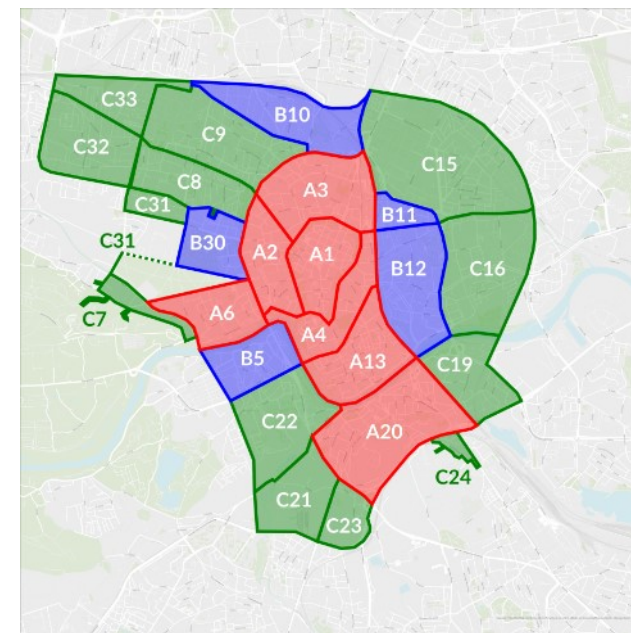
- Increase of prices for second, third hour:
 - A: PLN 6 – 7 – 8 – 6 – 6 – 6....
 - B: PLN 5 – 6 - 7 - 5 - 5 -5 ...
 - C zone remains at 4 PLN/hour

For holder's of Krakow Card or app users...

- Increase of prices for second, third hour:
 - A: PLN 9 – 10 – 11– 9 – 9 –9...
 - B: PLN 8 – 9- 10 - 8 – 8 -8 ...
 - C: PLN 7 – 8 – 9 – 7 – 7 - ...

...for other users

- **No** for paid Sundays proposal
- **No** for increase of yearly subscription for inhabitants (10 PLN/month)
- Some **new**, small subzones
- **100% of income** for sustainable mobility!
- * all effective from 15 May 2023



Thank you!

Tomasz Zwoliński & Maciej Michnej

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City of Krakow

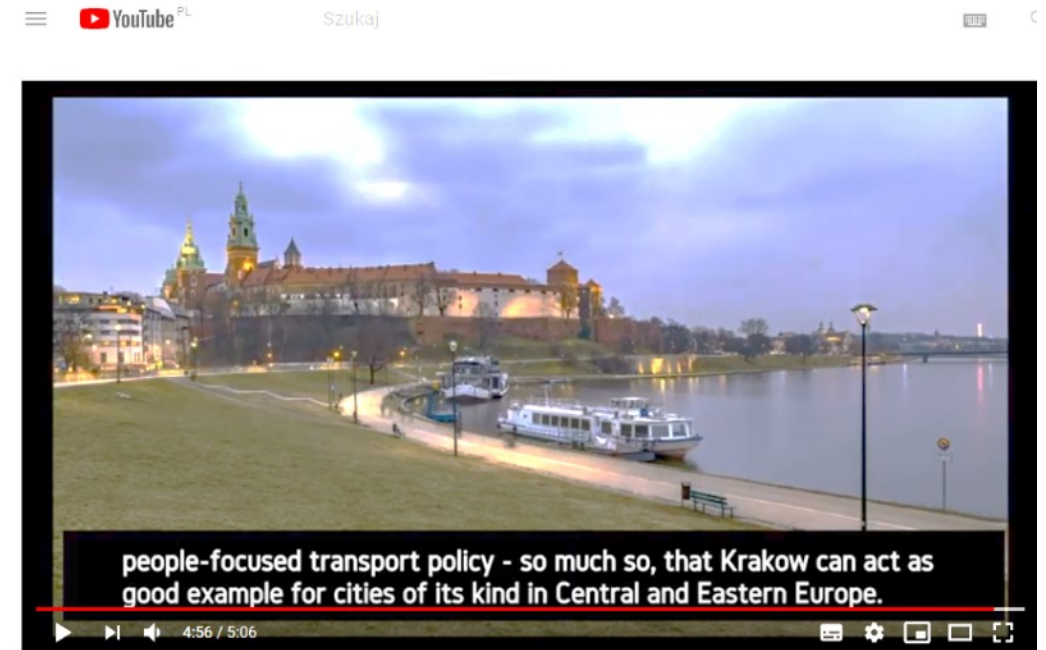
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Homework - PARK4SUMP Krakow's video 😊



Parking Space Management in Krakow with English subtitles

Link: <https://park4sump.eu/resources-tools/videos/parking-management-krakow>

