Financing Clean Urban Mobility

Funding sustainable mobility infrastructure through parking management
Lessons from Krakow (PL)

Tomasz Zwoliński, City of Krakow
PARK4SUMP Krakow’s video!

https://www.youtube.com/watch?v=gYP0gzEqV3U&feature=youtu.be

Other versions of the video:
https://park4sump.eu/resources-tools/videos/parking-management-krakow
Why parking management?

- well accepted
- quick implementation
- little investments

- political controversial
- mid term implementation
- high investment

Source: 16 good reasons for Parking Management, EU Push&Pull project, Tom Rye, Guilliano Mingardo ao.
Why parking management?

It’s effective – results here from on-street parking management in Munich

- **25%** reduction in overnight parkers
- **40%** reduction in longterm parkers
- **14%** reduction in overall car use
- 75% increase of bike use
- 61% increase walking

Source: Kodransky and Hermann, ITDP, 2011
More on PARK4SUMP Project...

Contact
For further information on Park4SUMP, contact the project coordinator at Mobiel21:

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SITTING PEOPLE IN MOTION
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The Park4SUMP project kicked off in September 2018 and runs until March 2022.

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Park4SUMP

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Introducing Krakow

INHABITANTS: 771,000
STUDENTS: 150,000
AREA: 327 km²
TOURISTS (2018): 13.5 mln

Covenant of Mayors Investment Forum – Energy Efficiency Finance Market Place
18 and 19 February 2020 • Brussels • Tomasz Zwoliński/Krakow
Mobility in Krakow

Modal share (2018)

- PT: 29.7%
- WALKING: 22.8%
- CAR: 39.5%
- BIKE: 6.9%
- OTHER: 1.1%
Mobility in Krakow

- 154 bus lines (+12 night lines)
- 19 tram lines (+3 night lines)
Transport characteristics – Krakow 2013

Number of passengers/car

- 61.3%
- 28.3%
- 7.5%
- 2.8%
Access restrictions & parking space management

- 1978 – close of traffic at Main Square
- 1989 – traffic calming measures
- pedestrian zone - A
- restricted traffic - B
- paid parking zone – C
- 2011 and 2014 – biggest extensions so far (incl. new pedestrian areas)
- one-way traffic on the 1st ring road
- conversion of parking spaces in the centre into public spaces
- electronic enforcement tests
- …
Extensions of controlled zone

Paid Parking Zone

- ca. 29 000 parking places
- 978 parking meters, 661 with electronic payment possibility
Info brochure for new inhabitants
Reduction of the on-street parking
Bicycle parking improvements
PARK4SUMP (planned) activities

- Reduction of 300 parking spaces during the lifetime of PARK4SUMP
- Extension of the controlled (paid) parking zone
- Implementation and promotion of new Park&Ride facilities
- Bike stands replacing car parking spaces
- New parking fees in Krakow
- Reducing parking ratios for big traffic generators
- Improvement of parking enforcement + testing new ways of enforcement
- Use of revenues (Core Funding Mechanism)
Development of Park & Ride facilities

- Czerwone Maki - 196 parking places
- Balicka - 40 parking places
- Kurdwanów - 167 parking places
- Bieżanów - 110 parking places
- Mały Płaszów - 166 parking places

2 new in development:

- Bronowice – ca. 180 parking places
- Prądnik Czerwony – ca. 150 parking places
Crucial changes in national law (2018/2019)

Changes in several acts, including Act on Public Roads:

- Major changes since 2003 (maximum fee of 3 PLN/hour)

- Main reasons: increase of car ownership, higher responsibility for air pollution, etc.

- 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
Crucial changes in national law (2018/2019)

- In such subzones, fees can be much bigger – related to the minimal official monthly wage (0.45% meaning ca. 10 PLN/hour)

- Increase of maximum fine – up to 10% of minimal wage (ca. 200 PLN vs 50 PLN 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
Extension of the controlled (paid) parking zone

City Council – resolution of 17th of July 2019

- from 22.09. new sub-areas
- from September 2020 – some more P-zone extensions
- further areas - public consultations planned
New parking fees in Krakow

City Council – resolution of 17th of July 2019

• from 22.09. Mon-Sat (current prices, i.e. 3PLN/first hour, 3,5/second,4/third,3 PLN/fourth)

• from 15.12. new prices in all sub-areas:
  - A – 6 PLN
  - B – 5 PLN
  - C – 4 PLN

• new prices for subscriptions (A-500 PLN, B – 400 PLN, C – 300 PLN, A+B+C – 750 PLN)

• new fine – 150 PLN (tripled)
Political and social background

- Still growing car ownership (ca. 490/1000)
- In many cases – new P-zone areas requested from inhabitants (via district councils)
- Increasing investments and role of light rail in the agglomeraiton context
- Intensive development of bicycle routes and calmed traffic zones
- Insufficient capacity of interchanges in the city centre
- Social conditions and the outcome of the local referendum - in the context of underground system and bicycle network development plans
- Increasing political understanding of sustainable transport development and need for „stronger” measures
New regulations (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**

- So far in Krakow (for 2020 budget) this means ca. **35 mln PLN** (ca. 8,5 mln EUR)
Use of revenues (Core Funding Mechanism)

2020 budget - scale

• ca. 50 mln PLN of income from paid parking zone

• Local Public Transport cost – 580 mln PLN
• Urban economy (utilities) and environmental protection – 640 mln PLN
• Social programmes – 345 mln PLN
• Education – 1,500 mln PLN
Use of revenues (Core Funding Mechanism)

Examples of measures to be financed (beside infrastructure):

- Development of the bike sharing system
- Continuation of the STARS Project at schools
- Organisation of Cycling May campaign
- Development of the Bicycle to Work campaign
- Organisation of workshops at companies
- Organisation of workshops for older citizens
- Different transport analysis/surveys/etc.
- „Pocket parks”
- and many more…
Use of revenues (Core Funding Mechanism)
Thank you!

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