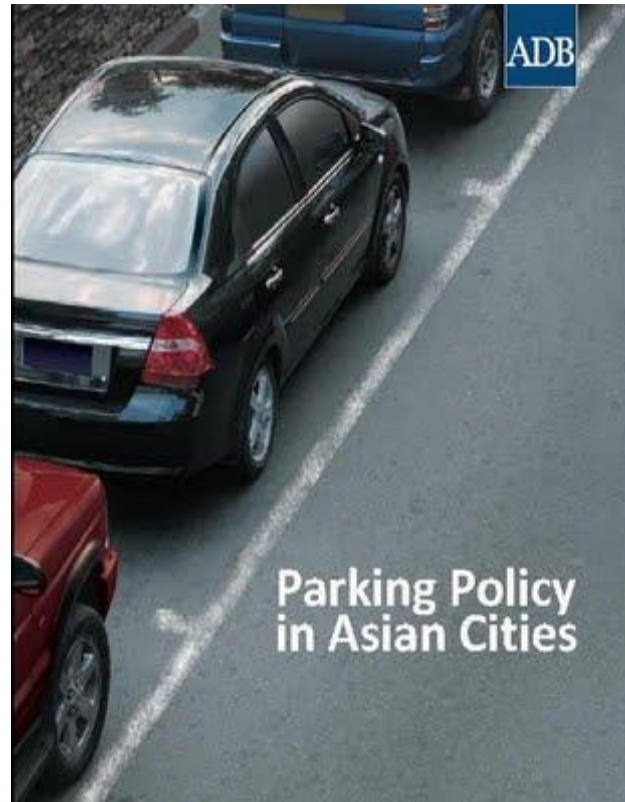


# International Parking Policy Lessons for Bogotá (especially from Asia)



<http://beta.adb.org/publications/parking-policy-asian-cities>

Paul Barter

<http://www.reinventingparking.org/>

# Summary

Three paradigms of parking policy

International perspective on key  
parking policy choices for Bogotá

# THREE PARADIGMS OF PARKING POLICY

	<b>Every site should have its own parking</b>	<b>Parking facilities serve whole neighbourhoods</b>
<b>Parking is “infrastructure”</b>	1. conventional suburban	2. parking management
<b>Parking is a “real-estate based service”</b>		3. market-oriented

# THREE PARADIGMS OF PARKING POLICY

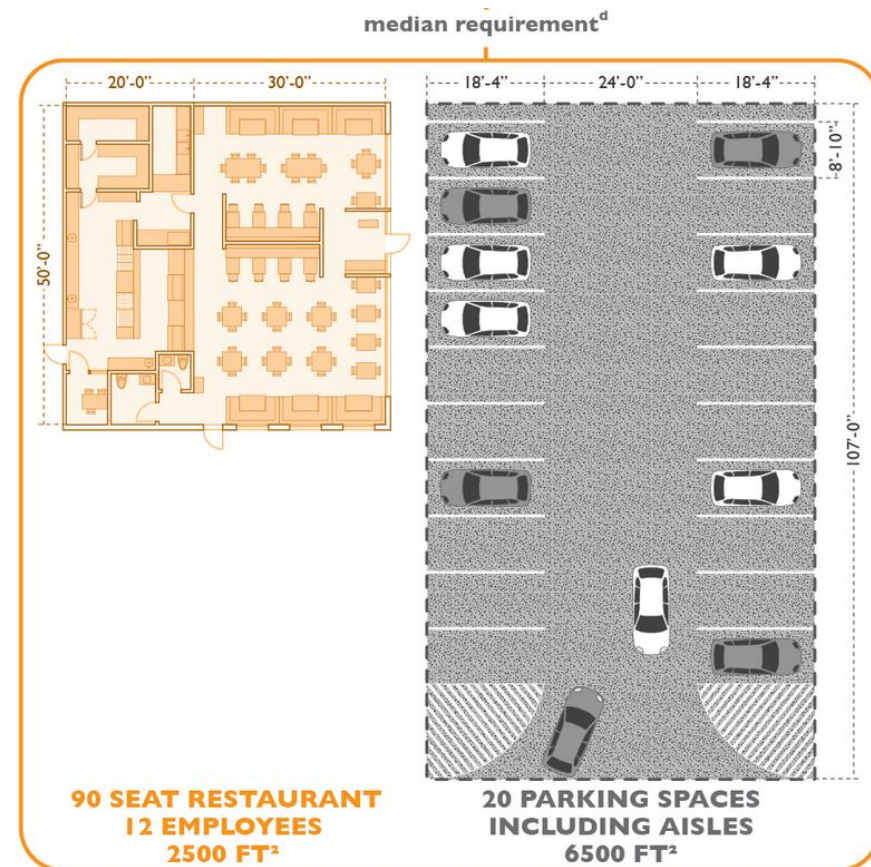
## 1. Conventional suburban:

Parking is infrastructure  
(like the toilets in a building)

Every site needs enough  
parking for its **own** demand

Parking minimums key tool

The median USA parking requirements  
for restaurants. Source Seth Goodman  
<http://graphingparking.wordpress.com/>



# THREE PARADIGMS OF PARKING POLICY

‘Conventional suburban’

Expects low or zero price

People in Adelaide, Australia, are shocked that some Westfield shopping centres have started to charge for parking (although parking is still free for the first 3 hours)



This is where my elementary school once was

# THREE PARADIGMS OF PARKING POLICY

## Conventional suburban:

Fears on-street parking chaos and parking conflict ('spillover')

Assumes parking prices could never be high enough to encourage adequate private-sector off-street supply



Dhaka, Bangladesh

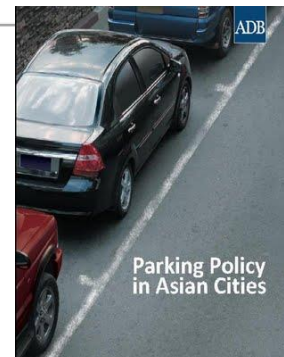
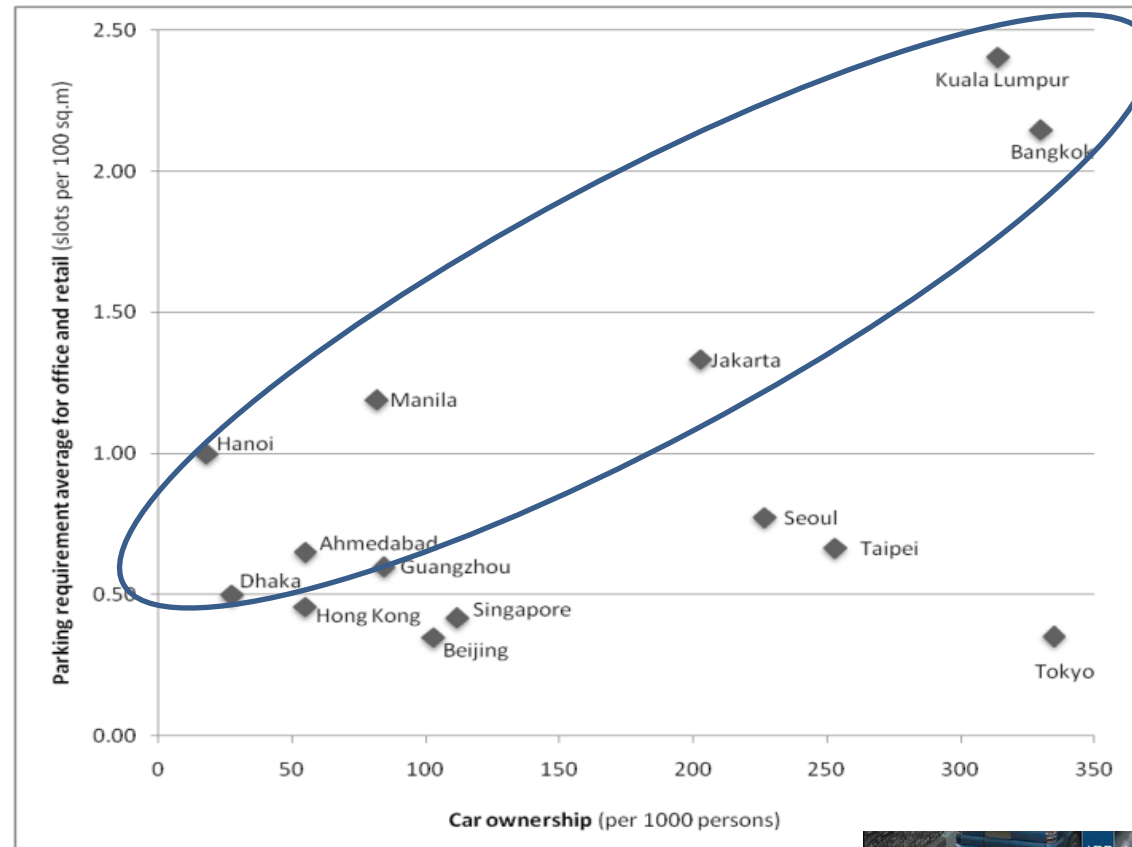


# THREE PARADIGMS OF PARKING POLICY

Conventional approach in South and Southeast Asia

Off-street supply can't make up for lack of on-street management

Chaos on-street even when off-street under-used



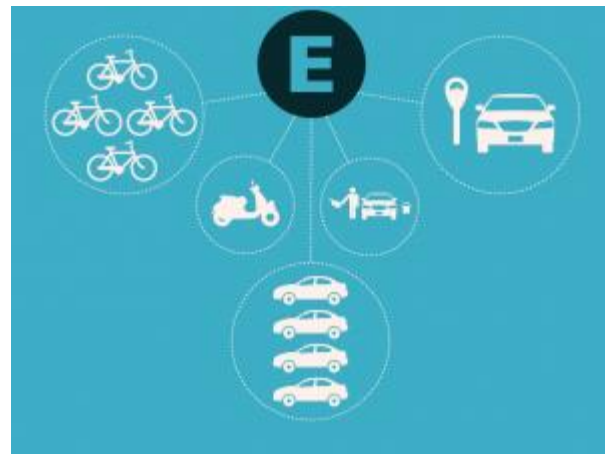
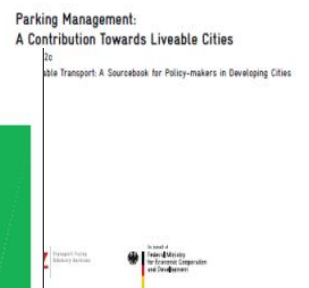
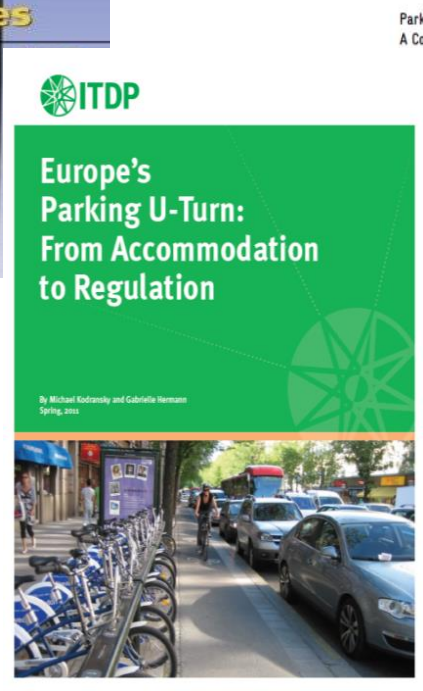
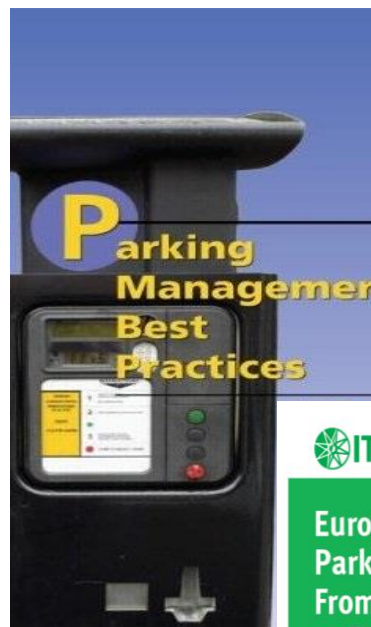


# THREE PARADIGMS OF PARKING POLICY

## 2. "Parking management"

Parking is infrastructure  
(like streets and bus stops)

Mostly planned district by  
district, not site by site





# THREE PARADIGMS OF PARKING POLICY

## 'Parking management'

Many tools, various goals

Manages conflict

Tools: pricing, restricted eligibility, time-limits, design, sharing, parking taxes, supply adjustments



# THREE PARADIGMS OF PARKING POLICY

Western (especially European)  
inner-city parking  
management

Public space improvements

Supply also often restricted  
in city center



Nyhavn in Copenhagen – before and after 1980  
Source: Kristian Skovbakke Villadsen, May 2012

# THREE PARADIGMS OF PARKING POLICY

## 3. Market-oriented

Parking is a real-estate based service (with market prices, like meeting rooms)

Each parking site serves area (within walking distance)



Hong Kong

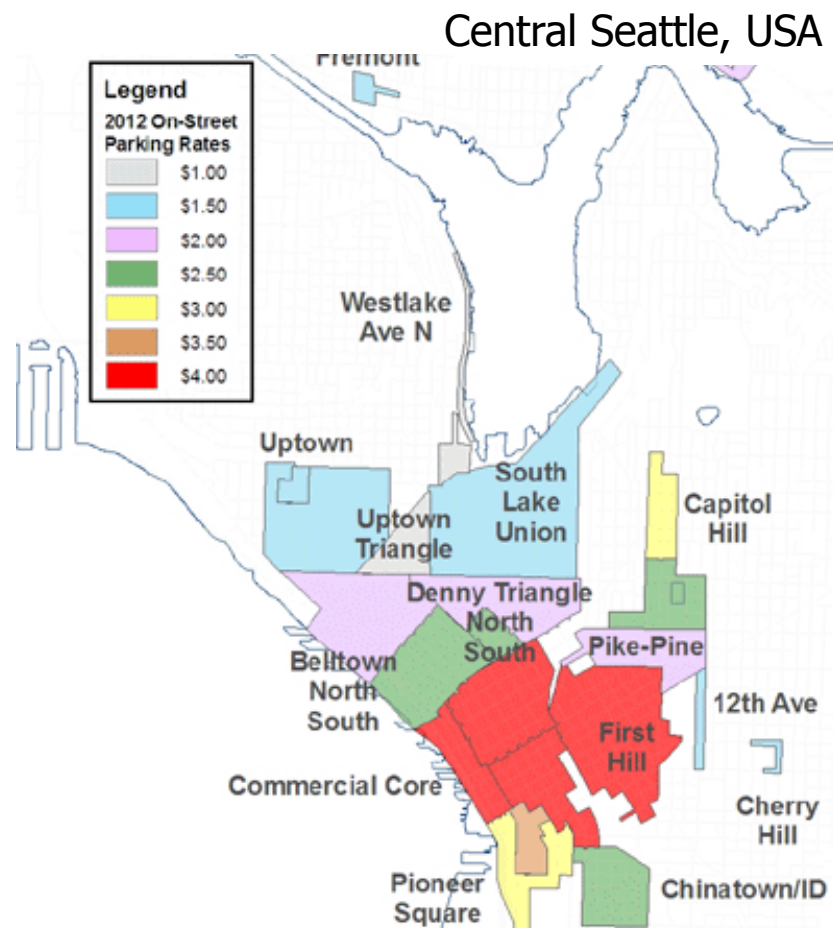
# THREE PARADIGMS OF PARKING POLICY

## Market-oriented

Make *prices responsive*

- on-street occupancy target
- no price caps on off-street parking

Make off-street *supply* choices *responsive* to context



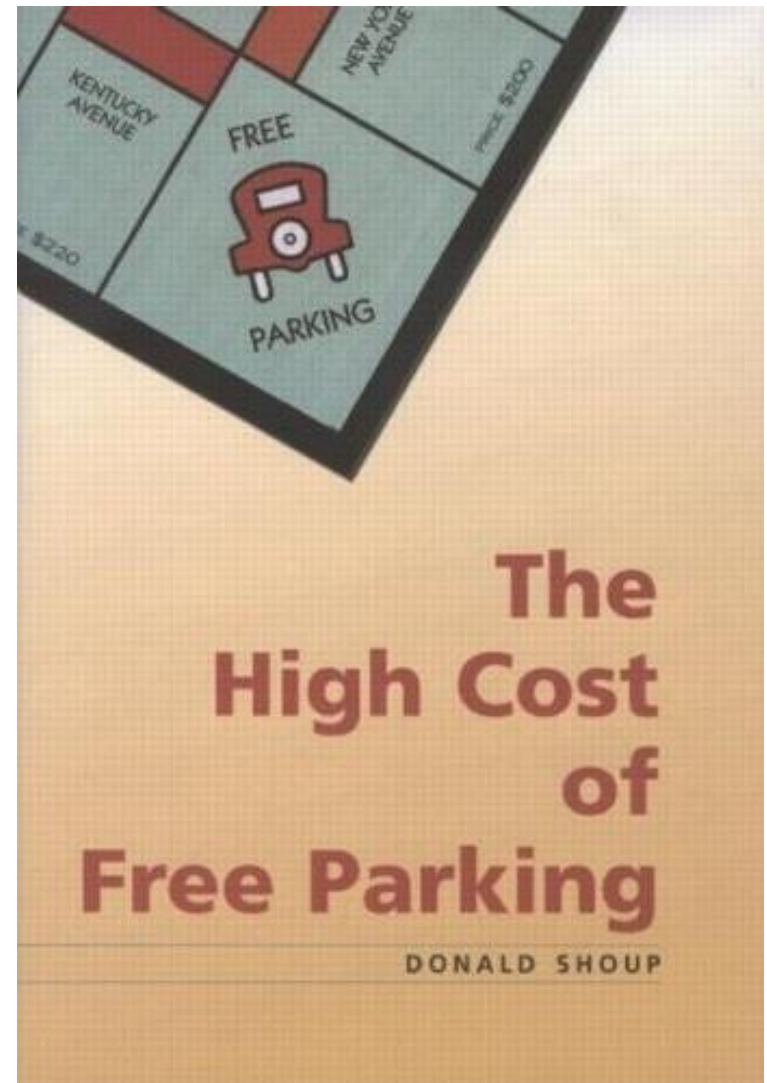
See <http://www.seattle.gov/transportation/parking/paidparking.htm>



# THREE PARADIGMS OF PARKING POLICY

Donald Shoup's market-oriented proposals

- i. Price on-street parking for 85% occupancy
- ii. Use revenue to please local stakeholders
- iii. Abolish minimum parking requirements



# THREE PARADIGMS OF PARKING POLICY

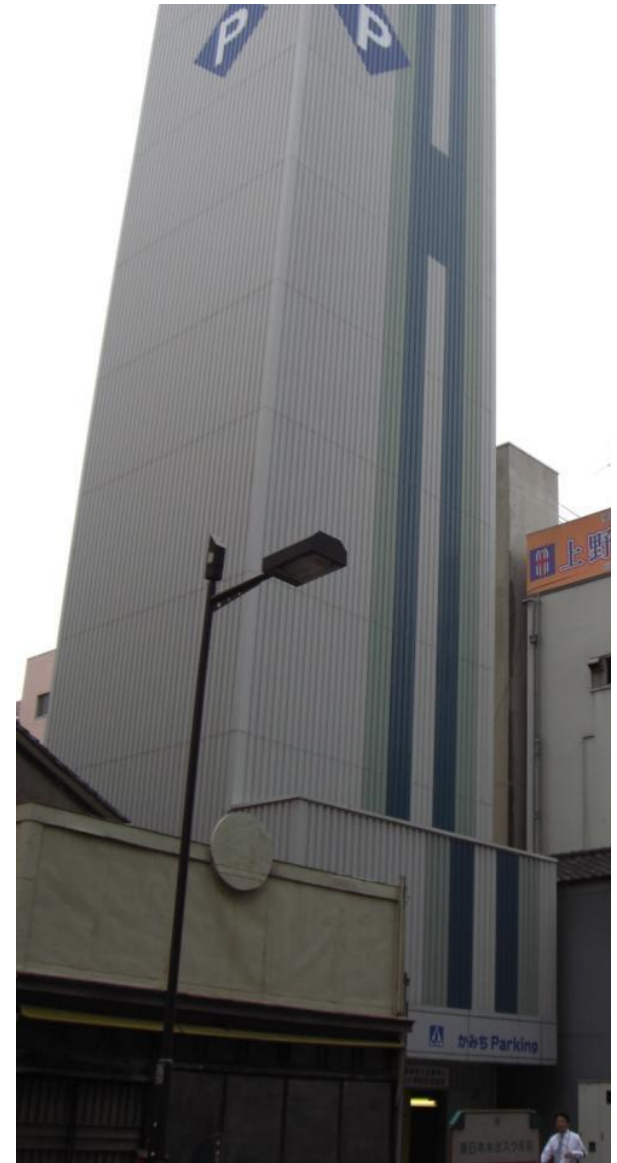
Market-oriented (de facto)

in Japanese cities

and in many city centres world-wide



Tokyo





# THREE PARADIGMS OF PARKING POLICY

Auckland,  
New Zealand

Why reject conventional  
suburban approach?

‘Fertility drug for cars’



Unjust subsidies and  
cross-subsidies

Kuala Lumpur,  
Malaysia



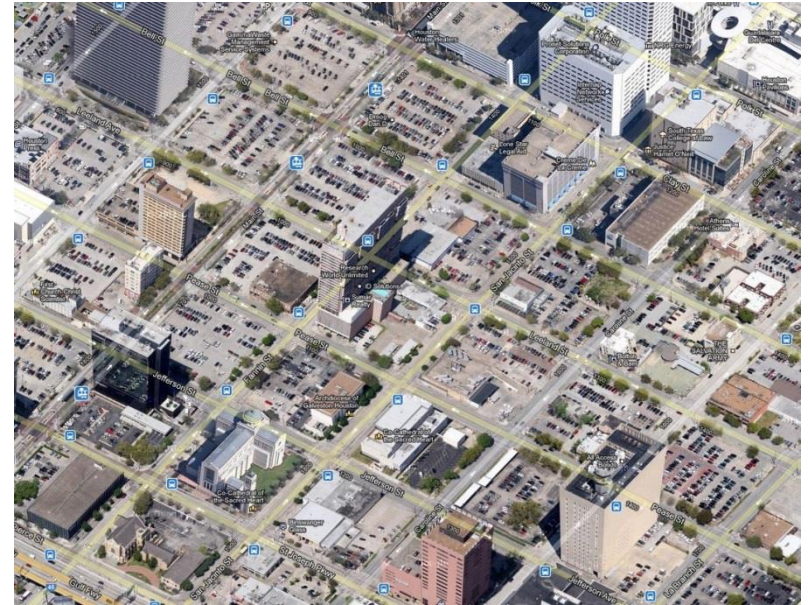
# THREE PARADIGMS OF PARKING POLICY

Why reject conventional suburban approach?

Hinders re-use, redevelopment, infill of older areas

Harms housing affordability, especially for small units and small sites

Obstacle to transit-oriented development



Near the center of Houston, USA (via Google Maps)



Kuala Lumpur, Malaysia

# THREE PARADIGMS OF PARKING POLICY

Why reject conventional suburban approach?

Locked into automobile dependence

Or pushed towards automobile dependence



Los Angeles, USA



# THREE PARADIGMS OF PARKING POLICY

## **Market-oriented: Adaptive Parking**

**Sweeten!** (make stakeholders happy)

**Share!** (make most parking shared or open to the public)

**Relax!** (about supply)

**Price!** (price to prevent queues and cruising for parking)

**Choice!** (improve options and ensure competition in parking)

*For more information see [www.reinventingparking.org](http://www.reinventingparking.org)*

# INTERNATIONAL PERSPECTIVE

## Some important issues relevant to Bogotá

- Price controls
- On-street parking management
- Public parking
- Minimum parking requirements

***THEME: MAKE PARKING SYSTEM MORE RESPONSIVE AND LESS RIGID***

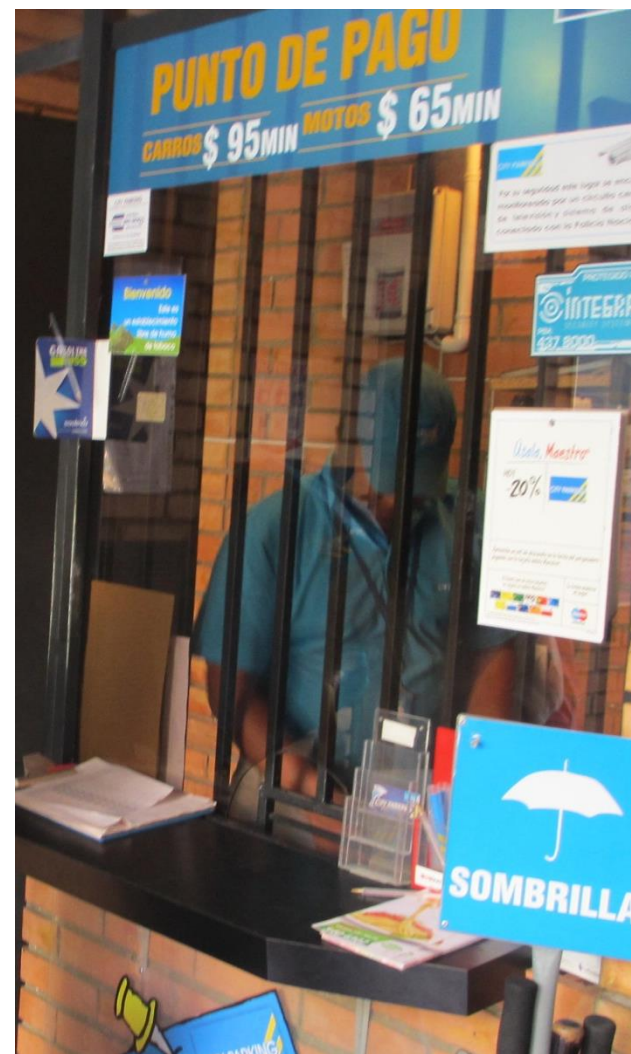
# INTERNATIONAL PERSPECTIVE: Price controls

MOST cities do **NOT** control private-sector parking prices

Exceptions in China, Vietnam, Indonesia ... and Bogotá

Needlessly turns private sector parking prices into a **political** issue

Don't just raise the price cap: abolish it





# INTERNATIONAL PERSPECTIVE: Price controls

Price controls:

Eliminate an important  
parking management tool

Inhibit parking investment

Foster unjust cross-subsidy

Reduce potential tax  
revenue from operators



Bogor, Indonesia

# INTERNATIONAL PERSPECTIVE: Price controls

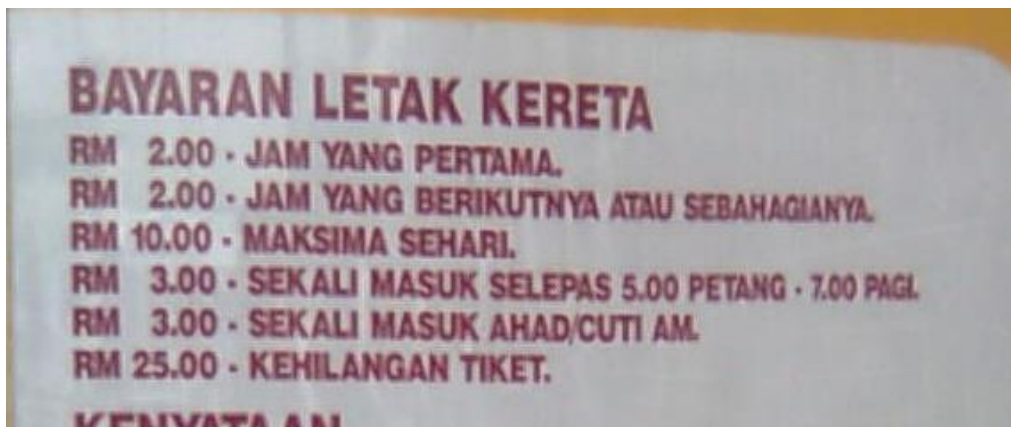
Price controls:

Don't fear sky-high prices (unless you want them, in which case you need to restrict parking supply)

Operators do NOT want empty parking



Bangkok CBD shopping mall.  
Baht 20 = US\$0.65  
but free parking with receipt



Ampang Park in Kuala Lumpur's CBD  
RM2.00/hour = about US\$0.60

# INTERNATIONAL PERSPECTIVE: Public parking

Walkable grids with small blocks  
suit 'park-once districts'

In which most parking serves  
whole neighbourhood

So suited to parking management  
and market-oriented approaches

NOT suited to rigid parking  
minimums approaches



Shared parking, like shared seating, is more efficient



An inner area in Sydney



# INTERNATIONAL PERSPECTIVE: Public parking

Taipei

Taipei and Seoul have incentives for parking with buildings to be open to the public



Hong Kong

**Discourage  
this**



**Encourage  
this**



# INTERNATIONAL PERSPECTIVE: Minimum parking requirements

Minimum parking requirements are being abolished successfully in more and more cities

For example, the whole of the UK, whole of Berlin, many US and Australian CBDs, several other German cities

Most developments still have ample parking

# INTERNATIONAL PERSPECTIVE: Minimum parking requirements

Japanese cities have parking minimums  
**but** with very low rates  
**and** exempting small buildings

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**Floor area threshold below which there are no parking requirements**

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Tokyo	Yes (1,500 m <sup>2</sup> or 2,000 m <sup>2</sup> ). Above the threshold, parking requirements phase in gradually according to a formula. At full force only from 6,000 m <sup>2</sup> floor area.
Guangzhou	Yes (500 m <sup>2</sup> )
Taipei city	Yes (300 m <sup>2</sup> or 500 m <sup>2</sup> )

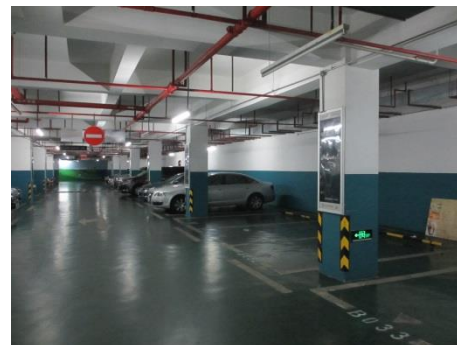


# INTERNATIONAL PERSPECTIVE: On-street parking management

Example: Shenzhen, China

On-street parking is free and almost unmanaged

Low occupancy in most off-street parking



# INTERNATIONAL PERSPECTIVE: On-street parking management

All cities need at least the basics  
of on-street management

Essential in both 'parking  
management' and market-  
oriented approaches

Essential even in conventional  
approach!

Jakarta



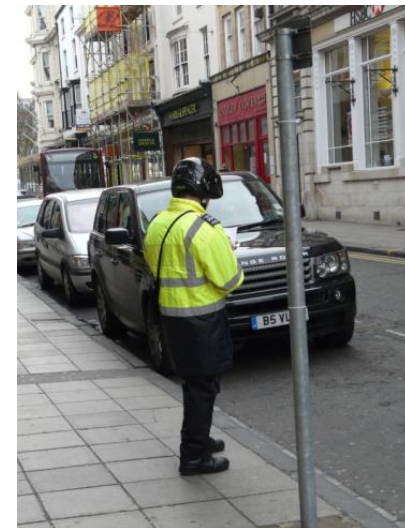
# INTERNATIONAL PERSPECTIVE: On-street parking management

Taipei

Clear rules and build enforcement capacity (with supporting institutions)

Trustworthy time-based fees system (contracts need care)

Parking data collection capacities



# INTERNATIONAL PERSPECTIVE: On-street parking management

D. Shoup, The High Cost of Free Parking



Best on-street price setting principle:  
OCCUPANCY

Occupancy surveys or monitoring

If >>85% full THEN increase price

If <<85% full THEN lower price

If occupancy in “sweet spot”

THEN no change

Reduces traffic by  
reducing cruising  
not reducing trips

Complements other  
reforms

# SUMMARY

Three paradigms of parking policy

International perspective on key parking policy choices for Bogotá

- Price controls
- On-street parking management
- Public parking
- Minimum parking requirements