

Promising Parking Policies Worldwide: Lessons for India?



Paul Barter
Lee Kuan Yew School of Public Policy
National University of Singapore
paulbarter@nus.edu.sg
<http://www.reinventingparking.org/>

Summary

- A. A prerequisite for effective parking policy!
- B. Where to look for useful models?
- C. Key parking policy choices
- D. Guiding principles towards more 'Adaptive Parking'

A. Prerequisite for effective parking policy: 'good enough' control against nuisance parking

Much parking policy aims to expand off-street parking
out of fear of on-street chaos
But off-street supply CANNOT replace the need
to get control of on-street parking



Manila



Dhaka

If motorists can park almost anywhere with impunity, then no amount of off-street parking will magically attract vehicles away from the streets



Dhaka

Results only need to be 'good enough'

No city has perfect control



Singapore



Seoul

Enforcing on-street parking rules:

- Clear rules and signs
- Better as an administrative, not a law court matter
- Best NOT by the police!
- Better at local level
- Keep revenue very local
- Better outsourced to private contractors

Good models include: UK, Netherlands, Spain, Singapore (since 2010), Japan (since 2006), Makati in Metro Manila



Photo by Flickr user [gregwake](#)

Enforcement and pricing in Makati in Metro Manila



B. Where should Indian cities look for parking policy models?

North American suburban parking policy?

Indian cities could hardly be more different from American or Australasian suburbs

Yet India's minimum parking requirements emulate US suburban practice



Older or denser parts of Western cities? (especially European ones)

These are more relevant

- Relatively dense
- Mixed land uses
- Limited road space

But

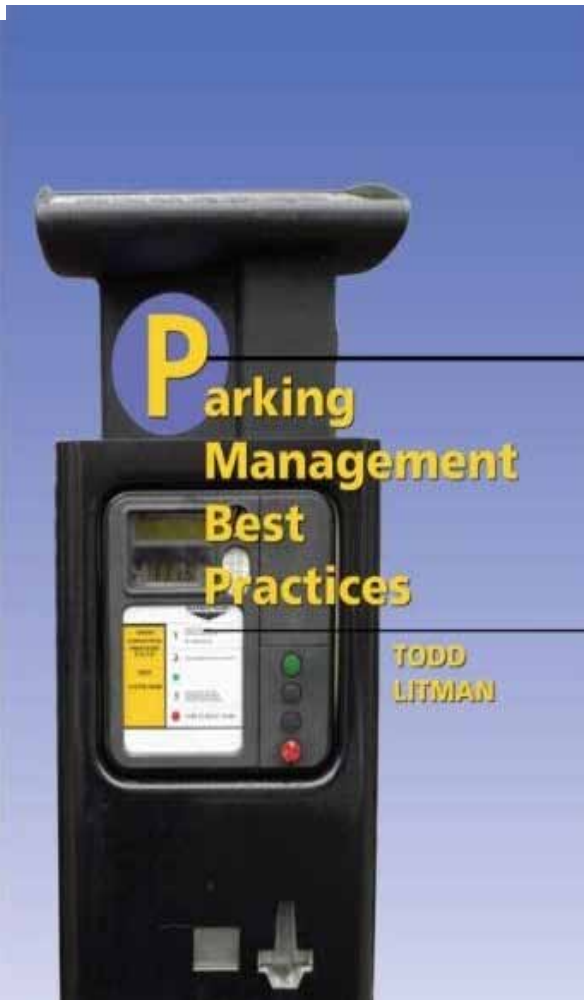
- Usually better alternatives to private motor vehicles
- Greener politics



Randwick: An inner area in Sydney

Older or denser parts of Western cities? (especially European ones)

Much recent progress on parking management for such areas



Parking Management:
A Contribution Towards Liveable Cities
Module 2c
Sustainable Transport: A Sourcebook for Policy-makers in Developing Cities



East and Southeast Asian cities?

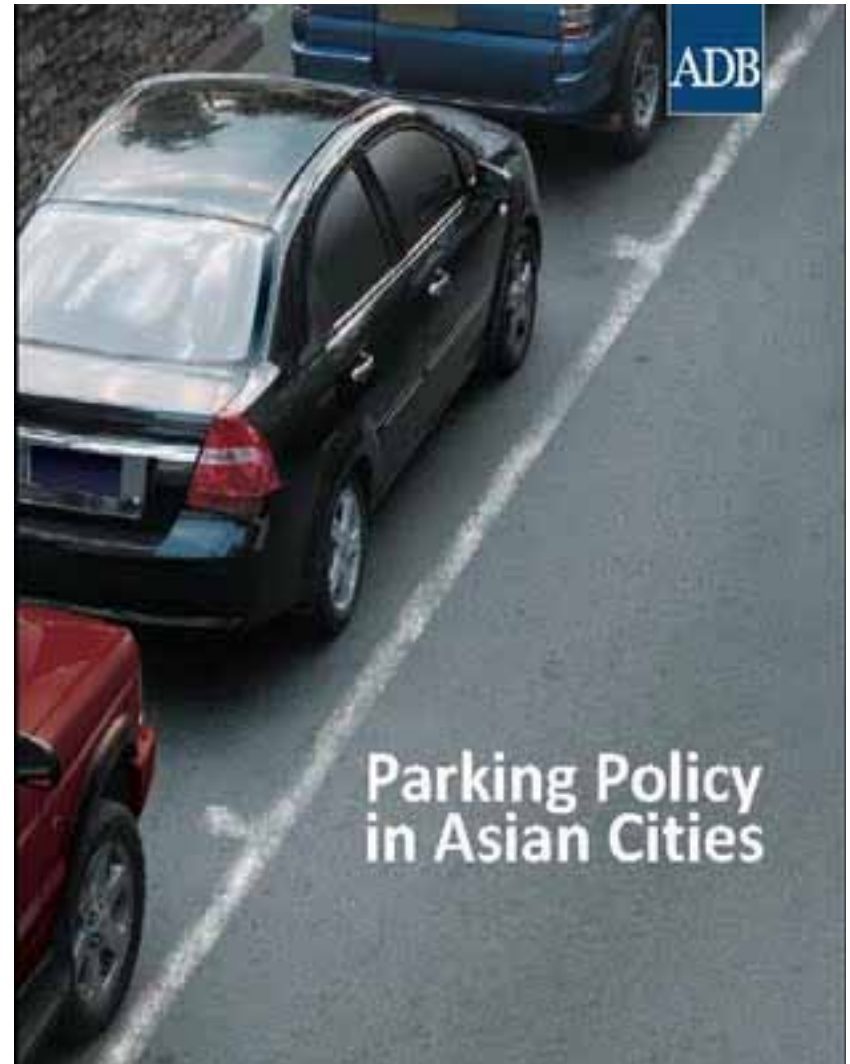
Most Asian cities have:

- High densities
- Mixed-uses
- High use of non-car modes
- Rapid motorization

ADB-sponsored 14-city study
of parking policy in Asia

Few are using parking for
Travel Demand Management

But there are some signs of
market-oriented parking
arrangements



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

The example of Tokyo (and Japan generally)

- Minimum parking requirements **but** very low **and** exempt small buildings
- Narrow streets: little on-street parking (and none overnight)
- Proof-of-parking rule
- Little or no parking shortages
- Park-once districts
 - with much parking open to public and
 - priced at market rates (whether public-sector or private-sector)



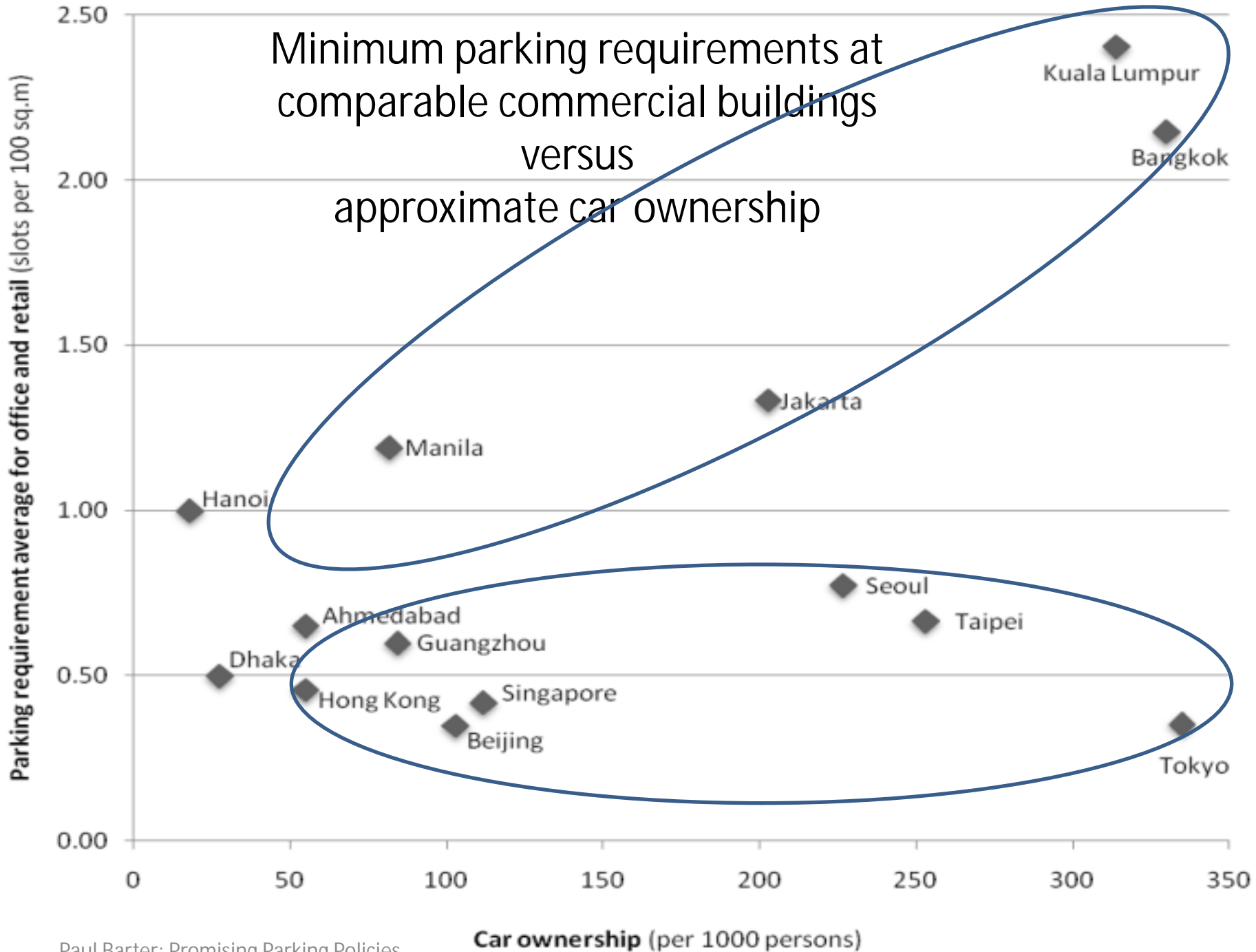
'Park-once districts'

- Parking location and destinations need not be same place
- Suit parking management and market-oriented approaches
- Much parking is open to the public (even parking within buildings)
- Mixing of land uses can be a blessing not a curse



Taipei

Minimum parking requirements at
comparable commercial buildings
versus
approximate car ownership



Tokyo has commercial parking in most areas

Tokyo



Tokyo has commercial parking in most areas

Even for residential parking!



Tokyo



Hong Kong, Seoul, Singapore, Taipei, Beijing, Guangzhou

- Park-once districts are the norm with much parking public and priced
- Increasingly effective on-street control
- Parking requirements are modest (HK and Sg lowered theirs when found to be too high)
- Unbundled residential parking is common
- On-street parking pricing zones (except HK)
- Parking Maximums in Seoul's CBDs
- Beijing now using parking for TDM



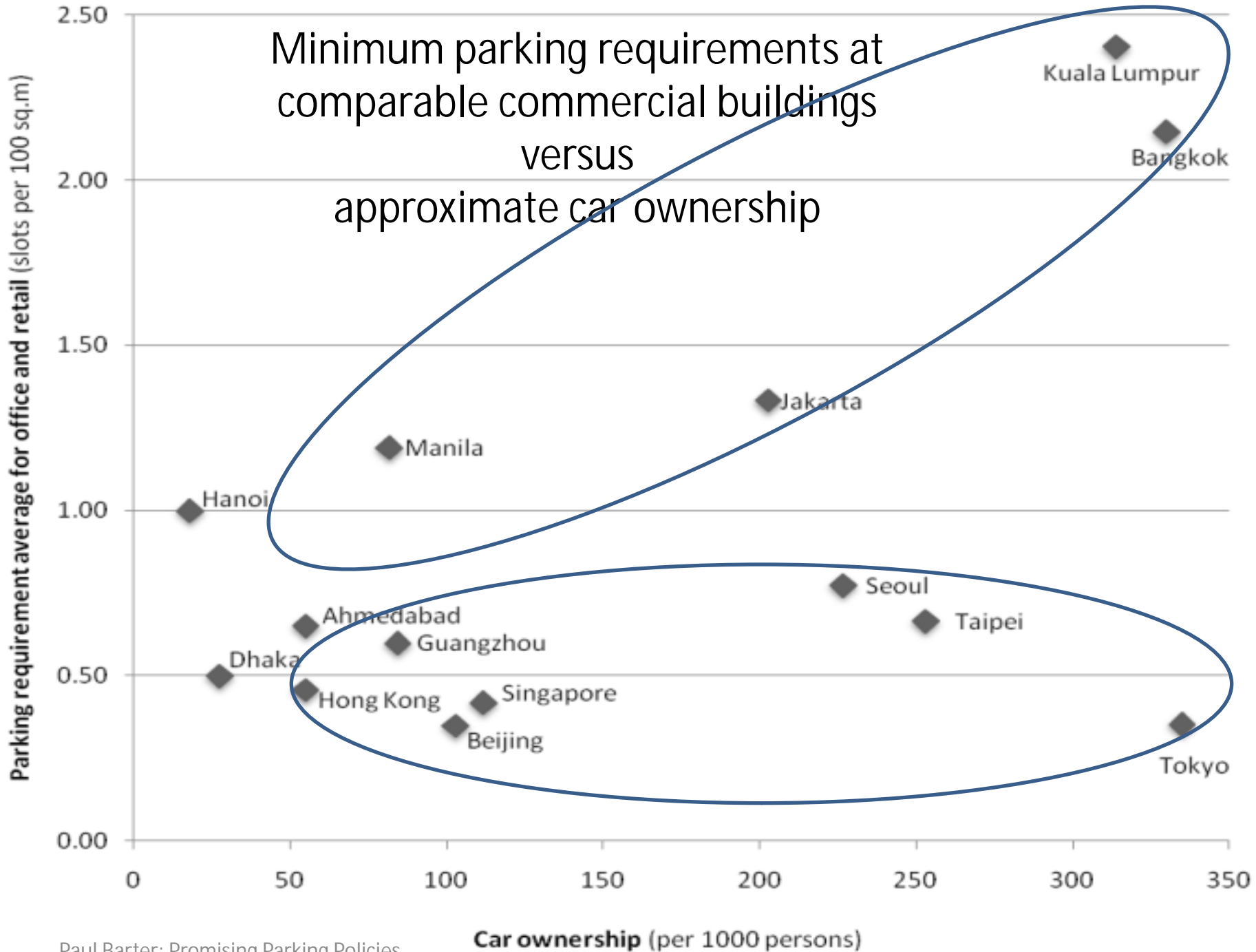


Bangkok, Jakarta, Kuala Lumpur, and Manila

- Regular increases in parking requirements
- Low parking prices (even though pricing is common)
- Off-street supply has NOT solved on-street problems
- Increasingly car-dominated and choked in traffic, desperately expanding roads



Minimum parking requirements at
comparable commercial buildings
versus
approximate car ownership



C. Parking policy's big choices and objectives

A key choice

Each destination to have
'enough' dedicated
parking for its own
demand

VERSUS

Parking to serve whole
vicinities not specific
sites



Kuala Lumpur



Taipei

Parking policy: big choices

Approaches to parking policy	Central goals
Conventional	Require each site to have plenty of parking in order to prevent scarcity and spillover
Parking management	Actively manage parking to serve wider urban & transport policy goals FOR EXAMPLE, constrain car travel to certain locations by limiting parking supply
Market-based <i>(eg Shoup)</i>	Ensure demand, supply and prices are responsive to each other (‘let prices do the planning’)

Conventional suburban-style parking policy tends to promote automobile dependence

Los Angeles



Conventional parking policy can blight older, dense areas



Near Houston's city centre (Photo source?)

Many Americans lament the damage done by minimum parking requirements

Very difficult to undo the damage.

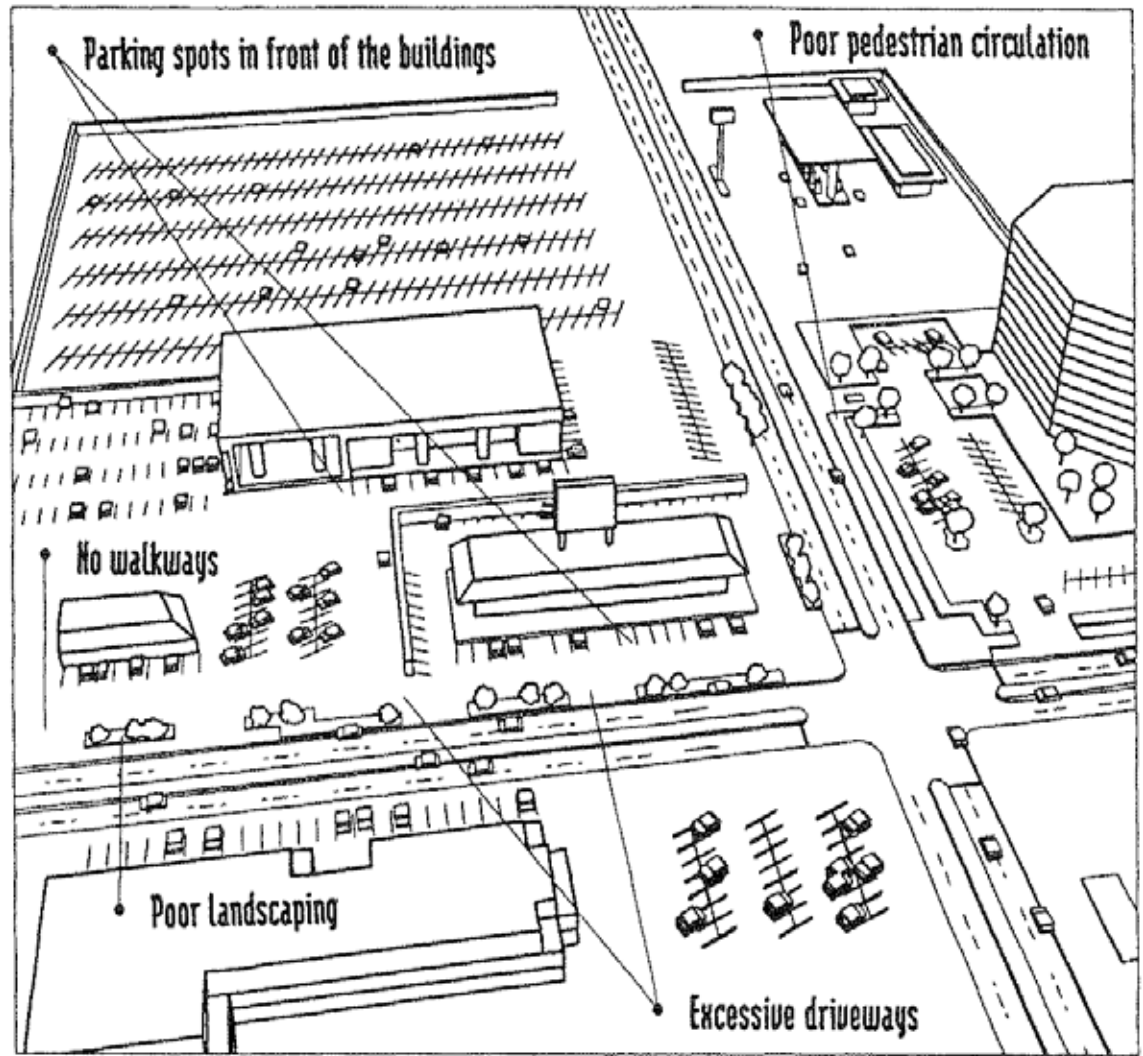


Figure 4.11 Auto-Oriented Commercial District Unfriendly to Pedestrians and Transit Users.

From Bernick and Cervero, 1997

Parking management works!

It is tried and tested in many cities

In Sydney

- Can balance the needs of shops, employers, residents, traffic, environmental and street management goals

BUT ...

- Can be complex
- Lots of conflict



Market-oriented thinking on parking policy

Most parking policy debate forgets this possibility

or assumes it is just another kind of parking management

Paying for Parking

G. J. ROTH

HOBART PAPER 33

SIX SHILLINGS



Transport Reviews, Vol. 30, No. 5, 571–588, September 2010



Off-Street Parking Policy without Parking Requirements: A Need for Market Fostering and Regulation

PAUL A. BARTER

LKY School of Public Policy, National University of Singapore, Singapore

(Received 3 March 2009; revised 5 July 2009; accepted 18 July 2009)

ABSTRACT *This paper addresses and extends upon the recent upsurge of interest in market-oriented reform of parking policy, which has been reinvigorated by the work of Donald Shoup. His market-oriented approach to parking policy is shown to be the more ambitious of two distinct challenges to the conventional supply-focused approach. The other is 'parking management'. However, off-street parking markets and their post-reform dynamics have been neglected so far in proposals to deregulate the quantity of off-street parking. The paper highlights additional barriers to the emergence of off-street parking markets and several likely problems within them. Rather than suggesting the rejection of market-oriented parking policy, these findings are taken to imply a need for a more vigorous policy effort than has so far been called for. Achieving well-functioning off-street parking markets would require efforts both to actively foster such markets and to regulate to ensure their health. Deregulation would not be enough.*

Shoup's market-oriented approach

- Professor Donald Shoup of UCLA suggests:
 - 'Performance pricing' for on-street parking
 - Return revenue to local improvements
 - Abolish minimum parking requirements (since pricing takes care of spillover)
- But some fear it is too laissez faire and too optimistic about markets
- Not clear how to compromise in other contexts or how to blend with parking management



Source: Shoup, D. The High Cost of Free Parking

So, what would successful parking look like?

- Saying 'we just need more parking' is simple but unfair, destructive and creates ever more traffic
- Parking Management is much better! Do it wherever politically possible. But consensus is difficult.
-
- We ALSO need guiding principles that:
 - help even without consensus on parking management goals
 - can bring more market responsiveness to parking (learning from Shoup)
 - while also remaining compatible with any parking management that does achieve consensus.

D. Some guiding principles towards more Adaptive Parking

These build on Donald Shoup's suggestions, take lessons from successful park-once districts in many places (for example, in Japan), and aim to complement parking management.

Guiding principles towards more Adaptive Parking

Prerequisite: adequate control of parking in public spaces

Then progressively:

1. encourage more parking to be **open to the public**
2. foster more **demand-responsive pricing**
3. compromise with local **stakeholders** when necessary
4. allow **supply** to be more **responsive** to local context
5. ensure enough **competition and options**

First get control against disruptive parking

As discussed earlier, this is a prerequisite

Little incentive to build or use off-street parking if illegal parking is easy



Dhaka



1. Public Parking

Encourage more parking to be OPEN to the public rather than restricted to tenants or customers, etc.

Shared or public parking serving multiple destinations is efficient (like the tables in a food court)



Private frontage parking in Ahmedabad (would be more efficient if shared or public)



Public Parking

Public parking and mixed land uses complement each other in park-once districts

Different uses have peak demand at different times, so supply can be much lower than sum of all sites' peak demand



2. Performance Pricing

In its pure form, this says adjust prices gradually until:

- there are some vacancies
- and no searching for parking
- prices send useful market signal

Sweet spot usually about 85% occupancy

- Price too low if much fuller than that
- Price too high if much emptier



Source: Shoup, D. The High Cost of Free Parking

This is NOT about deterring car trips!

But it does reduce traffic by reducing circling and queuing for parking

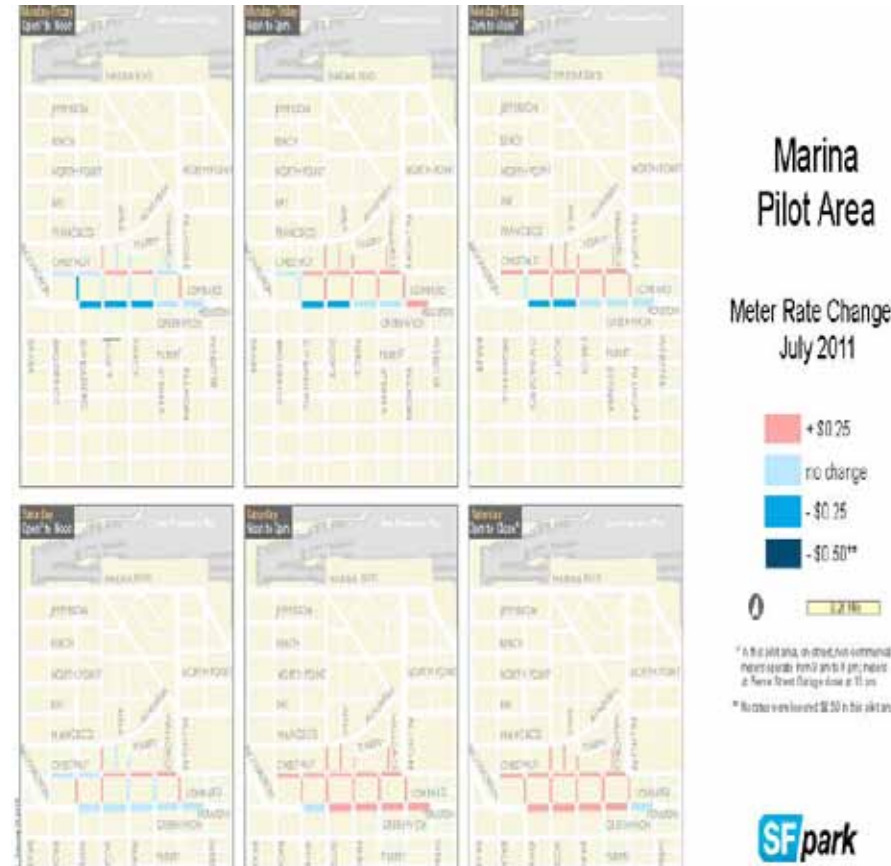
Performance Pricing

This means there is no one-size-fits-all parking price

- Different prices in different places
- Different prices at different times of the day and week

Several cities trying ambitious versions (eg trials in SF www.SFPark.org)

But MANY cities have long used occupancy as guide to price adjustments to some extent



Shopkeepers need not fear ... price drops if parking usage drops

3. Integrate Stakeholder Interests

For example, residents often illegally claim street spaces as their own

They will fight efforts to enforce public parking and to price it

Unless we somehow sweeten the deal for them



Integrate Stakeholder Interests

Based on Donald Shoup's suggestion for 'parking benefit districts'

- Give locals some control over parking decisions and channel some revenue to local purposes



Adaptive Parking sees this as just one example of acknowledging stakeholder power and finding a win-win (reform goes ahead with stakeholder support)

4. Responsive Supply

Steps above should make spillover less scary!

Shoup says 'abolish parking minimums'. We can let developers decide how much parking to build.

Adaptive Parking says, at least allow MORE responsiveness. The more the better! Ways include:

- Don't set requirements too high
- Exempt small buildings
- Allow payments in lieu of parking
- Allow required parking to be off-site
- Allow less if it is open to the public
- Allow less near public transport or with TDM efforts

5: Options and Competition

- Can reduce suspicion and anger about pricing and other parking reforms if we improve people's options
- Options can include:
 - competing parking providers nearby at different prices
 - decent and diverse alternatives to driving
 - options even if they do drive (eg ride-sharing)



Guiding principles towards more Adaptive Parking

Prerequisite: adequate control of parking in public spaces

Then progressively:

1. encourage more parking to be **open to the public**
2. foster more **demand-responsive pricing**
3. compromise with local **stakeholders** when necessary
4. allow **supply** to be more **responsive** to local context
5. ensure enough **competition and options**

Conclusion

- Get adequate control of on-street parking
- Don't look to the car-oriented suburbs of the West for parking policy models!
- East Asian cities and dense parts of Western cities have more relevant and useful models
- Foster walkable 'park-once neighborhoods'
- Consider 'Adaptive Parking' reforms (especially if you can't get the political support for ambitious parking management as a Travel Demand Management policy)

Thank you!

For more on parking policy basics, resources, commentary and news see <http://www.reinventingparking.org/>

What kind of economic good is parking?

Parking is NOT a public good! (not like flood control or ordinary streets)

Can be managed as a private good (easily excludable, obviously rival)

On-street parking is usually a 'commons'
(can be managed well or managed poorly)

Off-street parking can be private real-estate

Either individually or collectively owned

Either bundled with other real-estate (ie not priced for user) OR unbundled and priced