



Parking Policy in Helsinki





The Traffic System is developed

by advancing sustainable transport modes

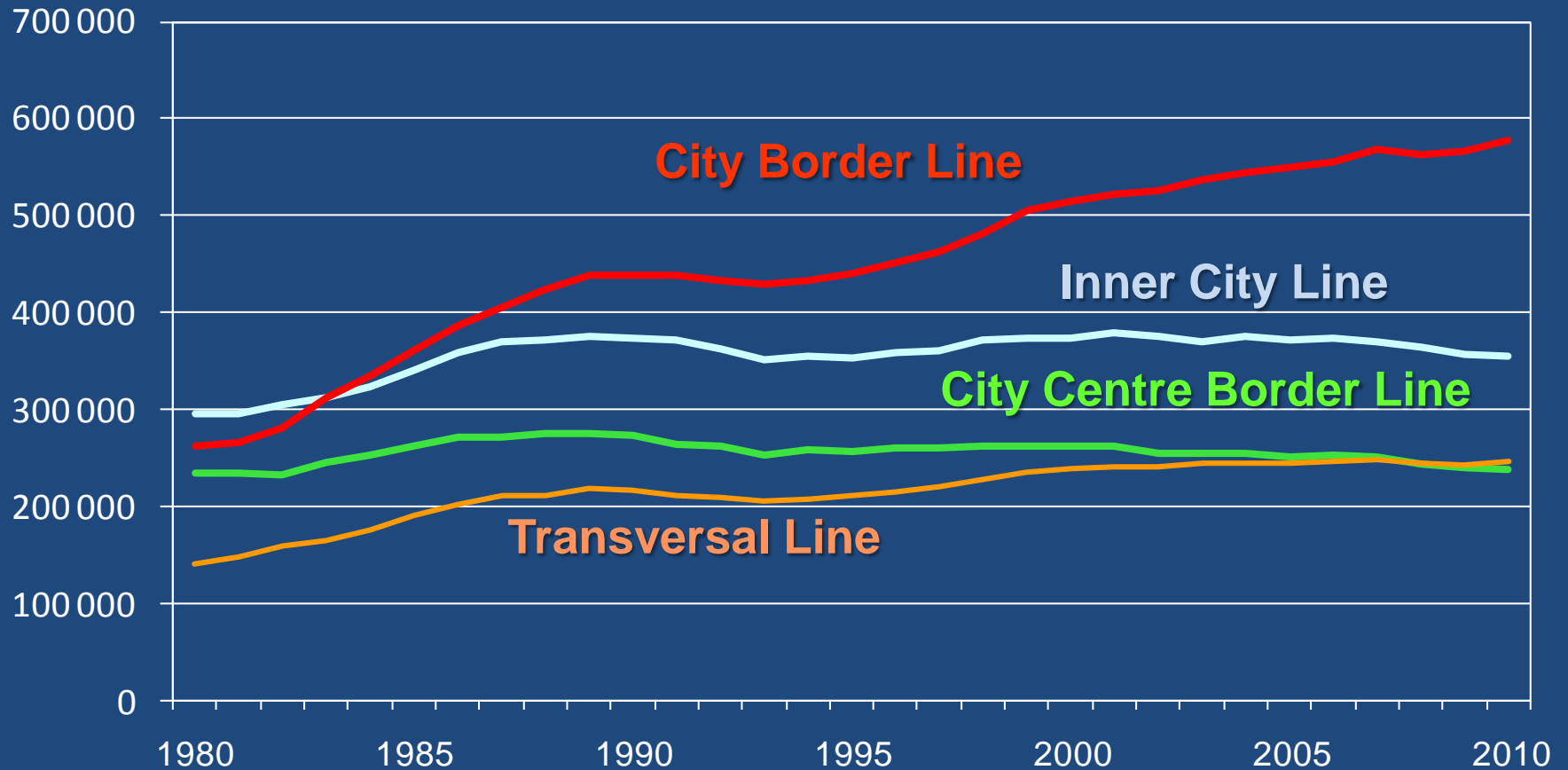
- mainly based on rail traffic
- by improving the level of service in public transport and
- by increasing the possibilities of walking and biking





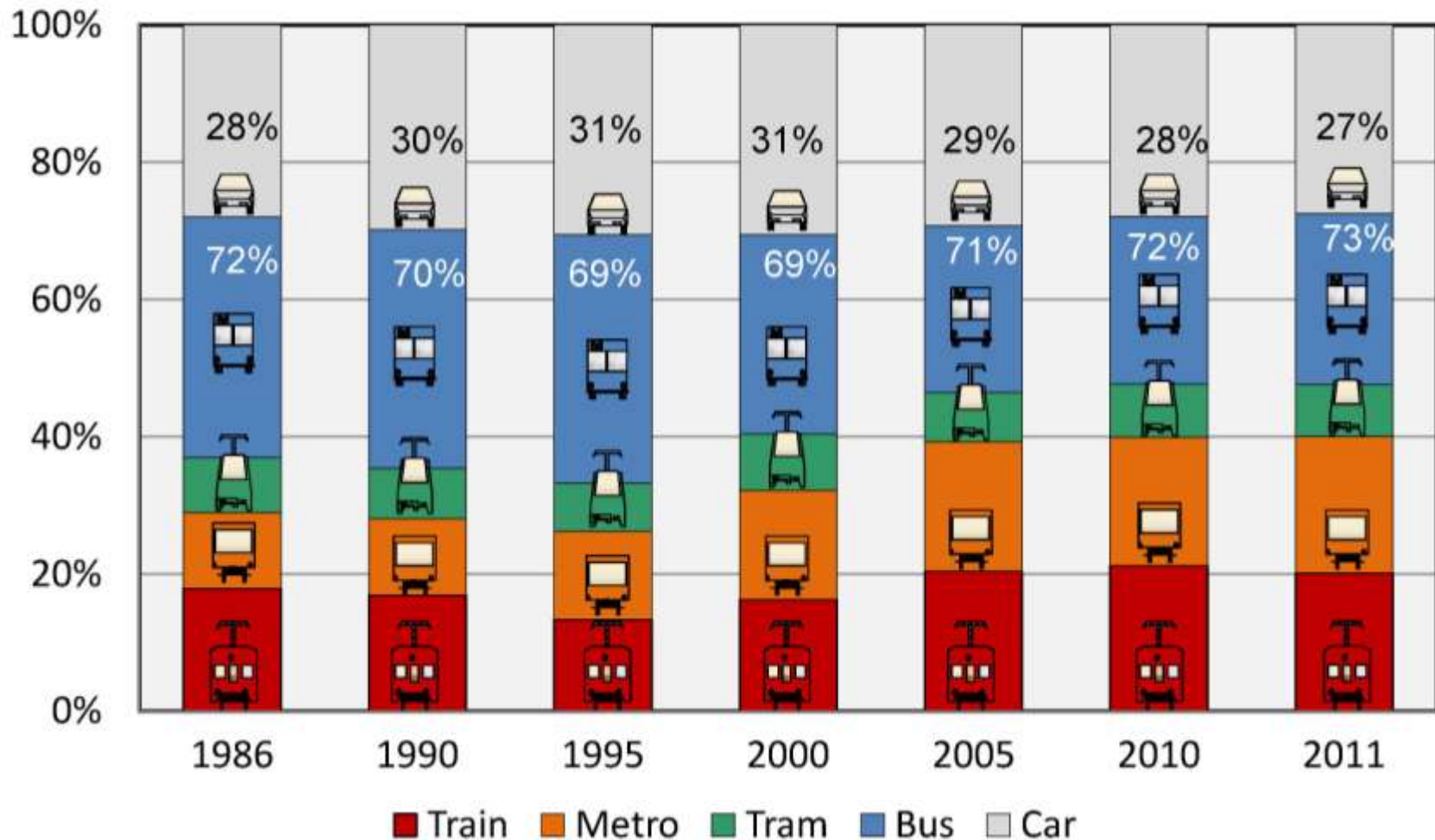
Traffic Volume

Cars and Trams





Modal share at the city centre boundary (Morning traffic to centre 6-9 am)





The aims of parking policy

- Enough parking places for inhabitants but not too much. The parking policy doesn't restrict the car-ownership of inhabitants
- The number of parking places of workplaces have maximum value in central areas
- The aim is to reduce the number of people who are driving to central areas by own car. Then the traffic goes better and the popularity and competitiveness of public transport increase
- The operating conditions of delivery traffic and public transport ensures also in central areas
- In the central areas the aim is to arrange the short-term parking in front of commercial plocks, which serves for example shopping centres and other services
- The purpose is to arrange reasonably-priced parking places for inhabitants
- For work trips in the central areas there are no long-term parking places on the streets at low price





The Effects of the Parking Policy

- Modal split
- Traffic volumes
 - volumes into the City Center stable for 30 years
- Availability of short-term space
 - garages, on-street
- Availability of residential space
- Economical viability of the City Center





The Role of the City in Parking Policy

- Lot parking
 - Town planning monopoly
 - No immediate effect on existing property, however
- Streets and other common areas
- Arrangements, regulation and pricing directly controlled by the city
- Credible justification for the rationality of traffic policy
 - A well-functioning transport system is in everyone's best interest





Viewpoints for parking of inhabitants

- Some inhabitants are dissatisfied for parking possibilities in many areas for different reasons
- Problems have been for example the number and the price of parking places and the distance from housing to parking places
- Some inhabitants think that parking places are too expensive so they don't buy place but are parking for example places which are intended to guests or in some other free areas
- There must be enough parking places for inhabitants. Then parking places for guests and for other short-term purposes are in right use
- In the most difficult occasions there should be consider to introduce payment in on street parking. Then the guest parking has possibility to work
- There must be enough parking places for lorries of inhabitants too





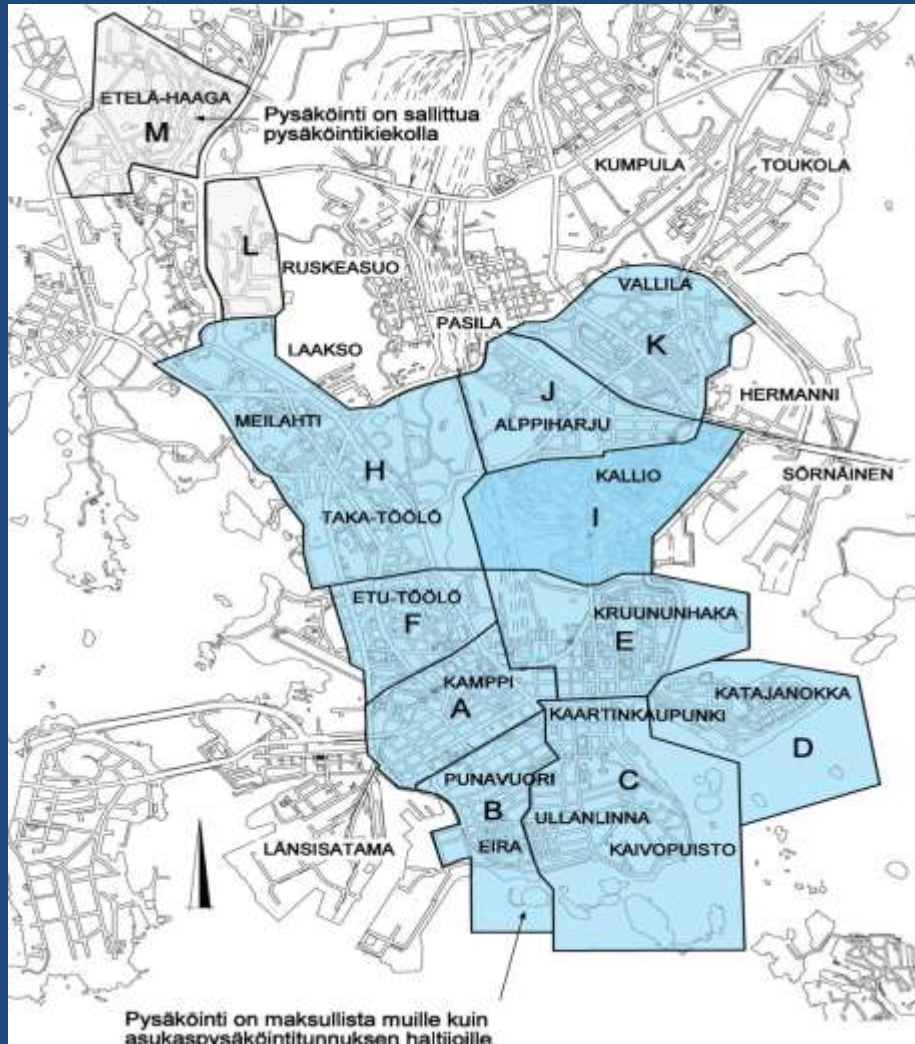
The parking system of inhabitants and companies

- The parking system of inhabitants and companies
 - Inhabitants and companies need a parking sign. It costs 105 € per year for inhabitants and 370 € per year for companies
 - The signs of inhabitants are taken about 24 700 and the signs of companies about 3 300
 - In zones A-F there are in total over 9 900 parking places for inhabitants and companies
- The paid on street parking
 - In zones I – III there are about 22 800 pay parking places for visiting in central areas. Inhabitants and companies can use about 19 500 of these place
 - The pay of parking is valid for weekdays at time 9 am to 7 pm and Saturdays at time 9 am to 6 pm (zone 1). The part of places the longest parking time is restricted. In the future the pay of parking will expand at 9 pm in the evening





The parking zones A - M





The parking zones I - III





The parking place orders of residential plots

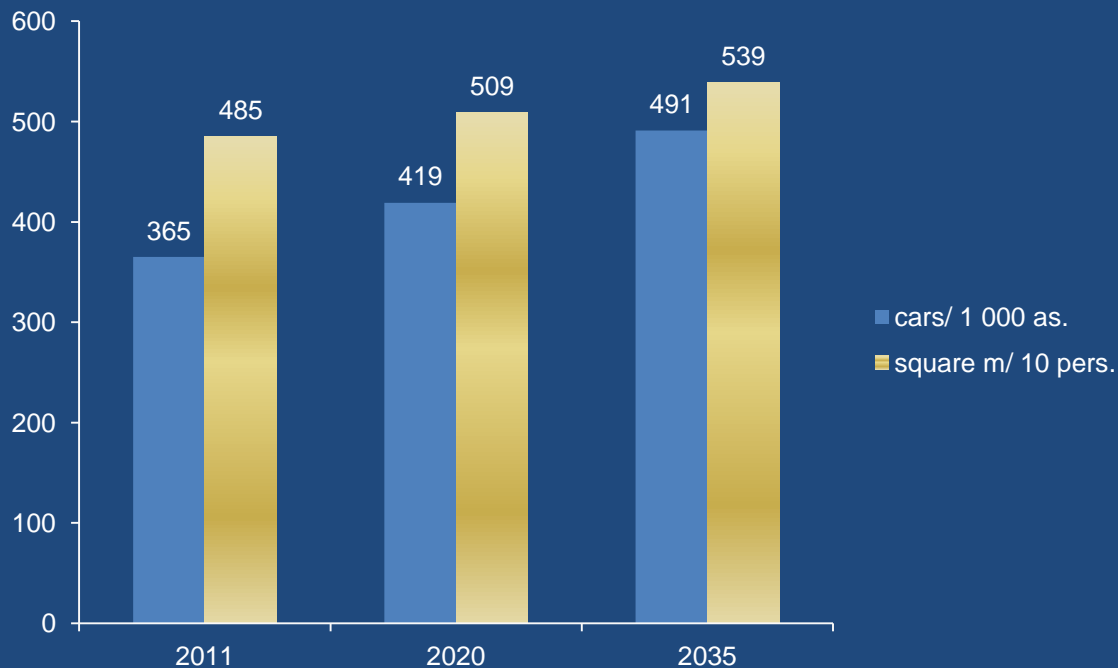
- It is important that there is a suitable amount of parking places for inhabitants
- The parking places are expensive and they require space. The inhabitants think that parking places should be enough. They think that it is influenced to the quality of residence
- Helsinki made the new parking place orders of residential plots in 2012
- The aim is to plan a suitable amount of parking places for inhabitants but not too much
- However the parking orders don't restrict the maximum amount of parking places of inhabitants





Initial data of the parking place orders

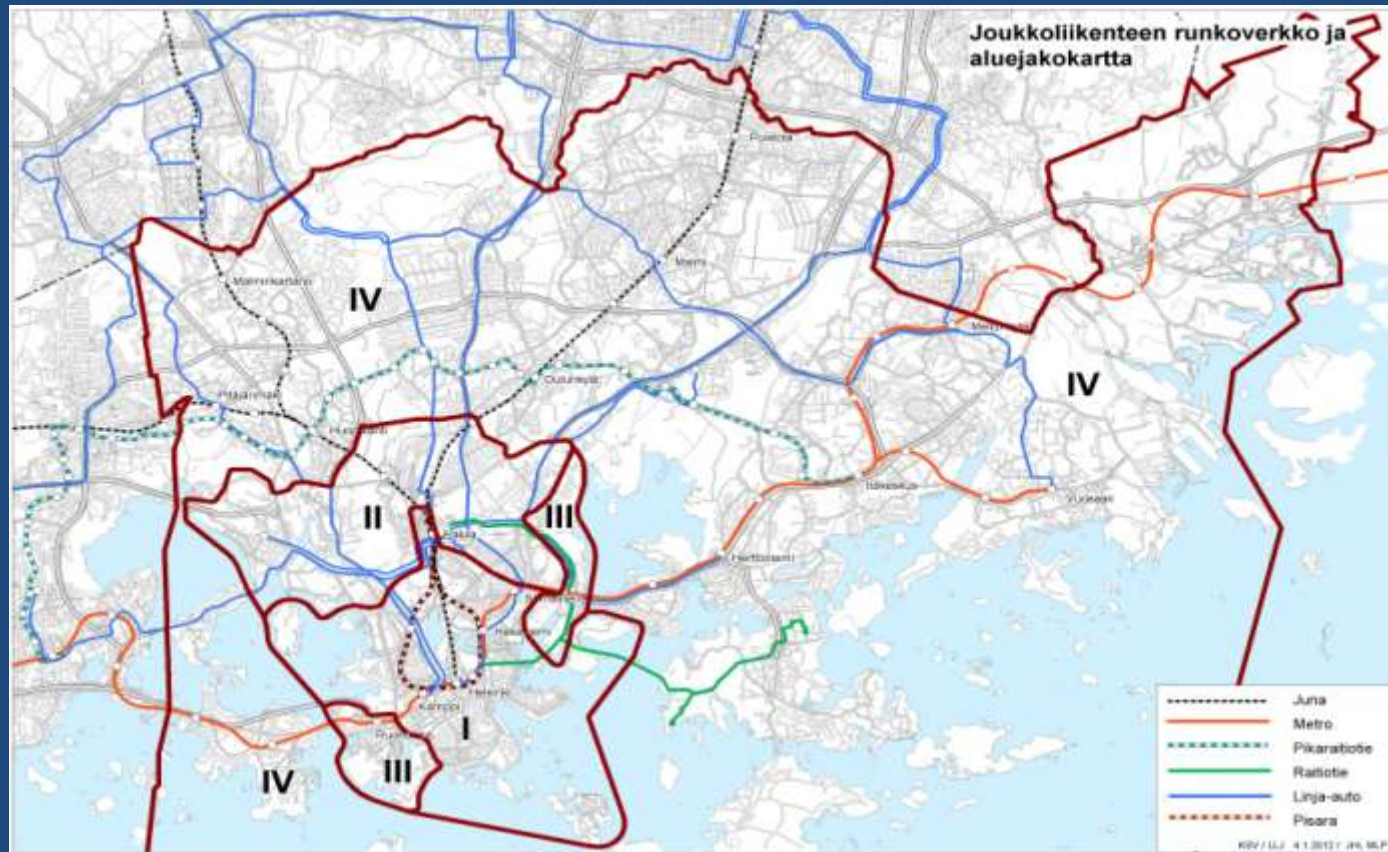
- Important initial data are the development of car density and the average gross floor area of one inhabitant
- Another important initial data is the car ownership in different areas in town





The principles of the parking place orders of residential plots

- Helsinki is divided in four areas to define the amount of parking places which is needed in different part of the town





The principles of the parking place orders of residential plots

- The type of housing of the orders are apartment houses, semidetached houses, rowhouses, townhouses, rental apartments of the town, houses for students, houses for senior citizens and other special housing
- The good servicelevel of public transport reduces obligation to build new parking places
- In the parking place orders it is defined that the good servicelevel of public traffic means enough short distance to the stop of the metro, train, tram or good servicelevel bustraffic





The number of parking places in some occasions

- In apartment houses there should be built from at least 1 parking place per 145 square meter of floor to 1 parking place per 100 square meter of floor
- In detached houses there should be built from at least 1 parking place per one flat to 1 parking place per one flat and in addition to one place to store car temporarily
- In rowhouses there should be built from at least 1 parking place per 100 square meter of floor to 1 parking place per 80 square meter of floor
- In houses of students there should be built from at least 1 parking place per 600 square meter of floor to 1 parking place per 200 square meter of floor
- The range of the value of parking place orders impact the situation of flat and servicelevel of the public transport





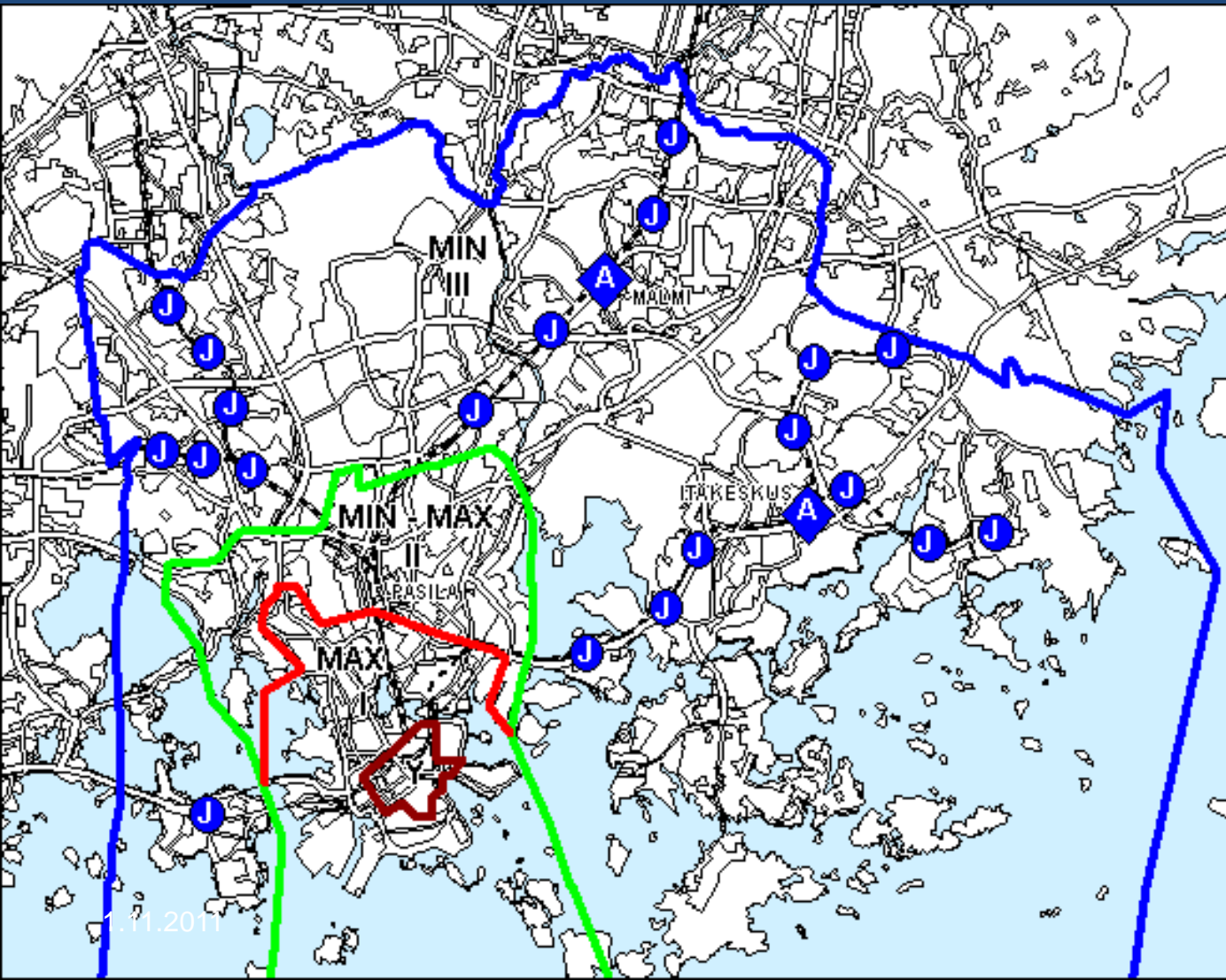
Some special cases of the parking place orders

- In case of rental apartments of the town the parking places should be built 20 percent less than apartments in ordinary cases
- In addition to parking places of inhabitants there must be parking places for guests of inhabitant at least 1 parking place per 1 000 square meter of floor. For trucks of inhabitants there must be at least 1 parking place per 15 000 square meter of floor
- If it is named parking places for car sharing on the plot, the amount of parking places of orders can reduce 3 percent
- If it is centrally at least 100 parking places which are not named for anyone the amount of parking places of orders can reduce 10 percent
- The parking place orders can be diverged only with specific argument





Instructions for Calculating Parking Spaces Offices



Offices

- Y max 1 ap/500 km²
- I max 1 ap/350 km²
- II 1ap /280...220 km²
- A min 1ap/250 km²
- J min 1 ap/75 km²
- III min 1ap/ 60 km²



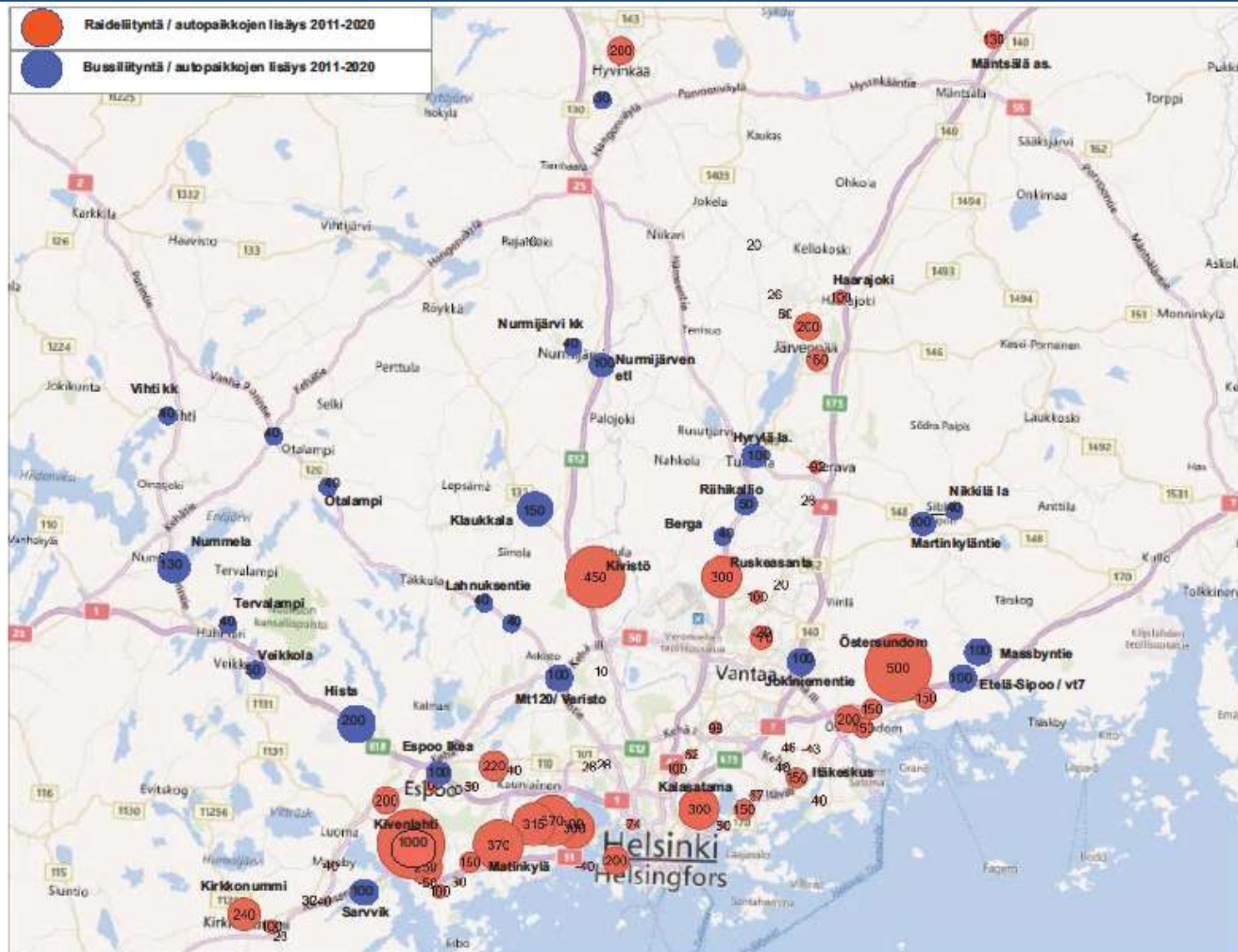


Park-and-Ride Systems



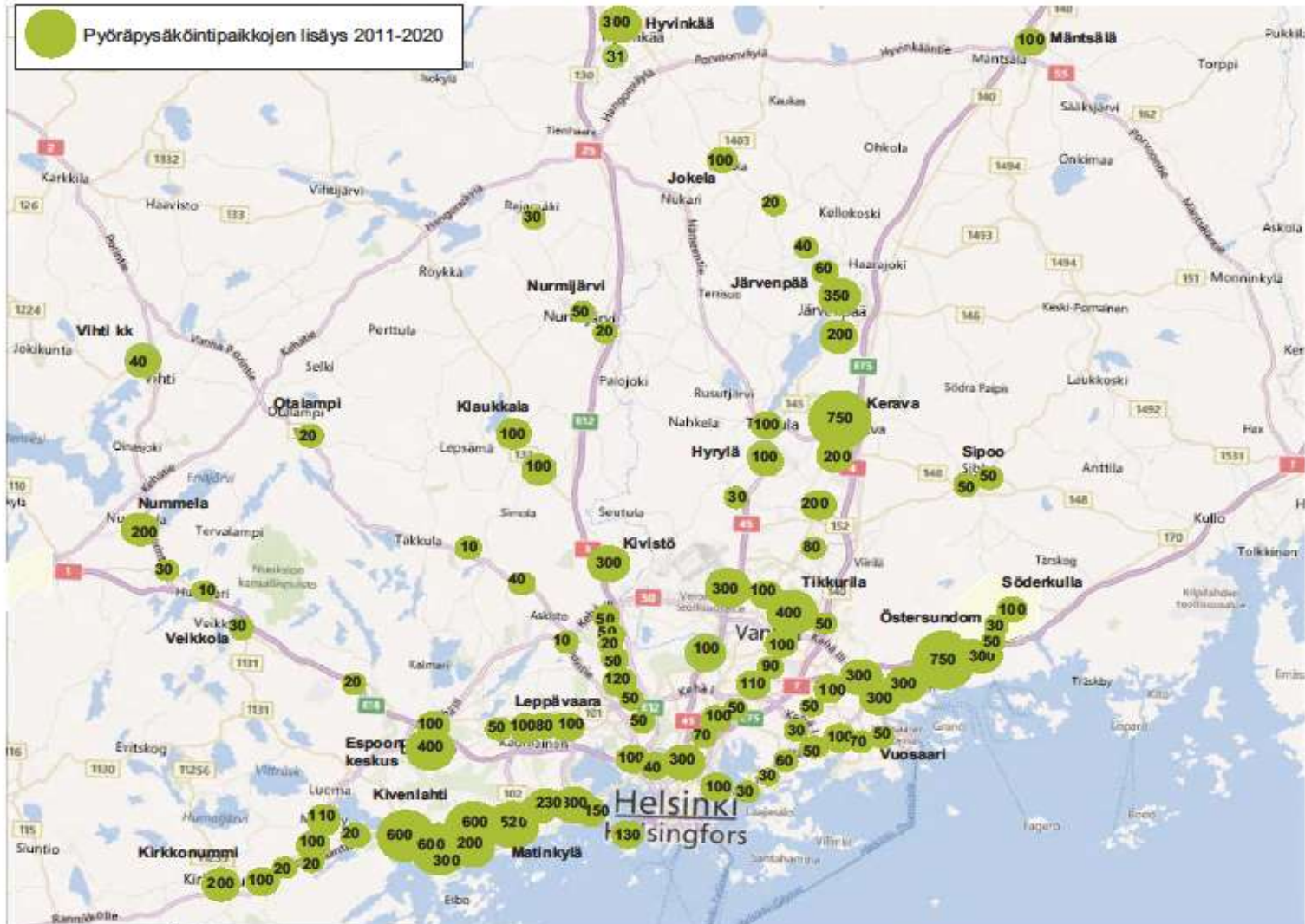


The planned increase of park and ride places of cars





The planned increase of park and ride places of cycles





The work of new parking policy in Helsinki

- The aim is to improve Helsinki parking policy in strategical level
 - The target is to find the best wholeness which take account of things from different perspective
 - The new parking policy must be workable in short- and long-term
- Necessary changes in parking policy: measures and responsibilities
 - It is suggested measures and who is responsible to promote them. Measures are shared for different groups for example importance, urgency, effectiveness, acceptability, cost-effectiveness, overall economy and so on
- Conclusions and measures are justified and shown understandably





Contents of the work Helsinki new parking policy

- The background and motive for current parking system
- Identify them who use and need the parking system
- How to develop different themes touching parking
- The effects of developed themes and chances to develop them
- To create the new parking policy in Helsinki and identify the strategic aims
- To research needs to change the current parking policy. It is submitted measures and who is responsible to implement them





Some viewpoints that join parking

- Parking places rise the price of apartments because parking places include the price of apartments at least partly
- It is difficult to build more in older areas because arrange of parking places is so expensive
- Especially in central area the street area should get better purpose as parking
- Business firms need enough parking places to their customers and delivery traffic must work
- Street parking makes the maintenance of streets more difficult especially in winter time
- Parking rises traffic and then get worse the traffic security especially in central areas
- If people come with own car to work in central areas it causes more traffic congestions





Some possible measures that could include Helsinki new parking policy

- The price of parking places are separated from the price of apartments. Parking places are sold separately. Could apartments be cheaper?
- The parking solutions must plan bigger wholeness. This better chances parking common use and for bigger efficiency
- Especially in central areas there should be less parking on street. Long term parking should be in parking facilities or outside central areas. Only short term parking can be on street
- In winter time there should be temporary maintenance places for cars for example in playing fields. Long term storage facilities for cars can be outside the central areas
- Because there must be unnessecary traffic so little as possible, It is worth to improve the information system of free parking places
- Both parking of inhabitants and companies must price market-based
- Car sharing are promoted in parking policy

