

Case Study / China

Case 2: Parking Management

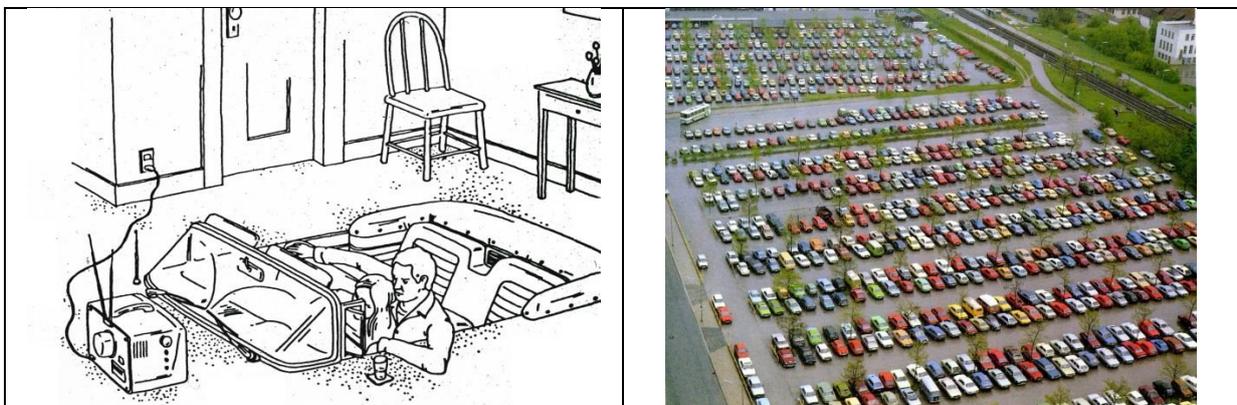
Problem to resolve: A perceived lack of available parking spaces in most Chinese cities has not only lead to parking search traffic, longer travel times, but also illegal parking on curb sides, bicycle lanes or driving lanes. It is challenging the movement of pedestrians, cyclists and public transport and reduces the quality of life in Chinese cities.

Counter strategy: In most Chinese cities, parking requirements are minimum standard which describe the basic responsibility of property developers to provide at least such numbers of parking spaces when constructing a new building or redevelop an old one.

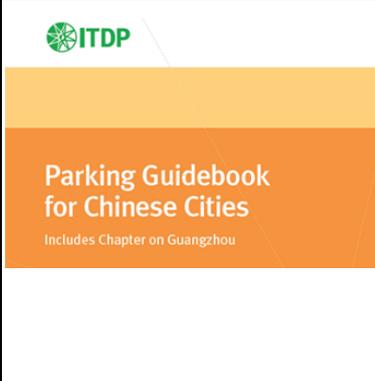
Charging parking facilities (on-street/off-street) is a widely implemented parking policy in Chinese cities, but the price varies from city to city. The latest on-street parking price reform in Shenzhen charges 15 RMB for the 1st hour and makes it the most expensive in China.

Although parking pricing policies exist for quite a long time, the street chaos, traffic congestion caused by parking becomes more and more severe. One of the important factors is parking enforcement. Generally speaking, the parking enforcement is weak even in the capital city Beijing. Different institutions split the 'enforcement responsibility' apart and each takes one piece of cake, which makes the enforcement very complex in Chinese cities.

Primary Tools: →Tool GT 3



Examples for municipal Counter Strategies in China:

| Resources and Tools 资源和工具: | |
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|  | <p>Parking Guidebook for Beijing¹</p> <p>This guidebook provides detailed insights into Beijing's parking issues and offer recommendations to improve on-street and off-street parking policies and systems.</p> <p>Parking Guidebook for Beijing. ITDP, 2015.</p> |
|  | <p>Case Study Beijing² (Paul Barter, 2012)</p> <p>This report is based on a case study of parking management in a residential compound in Beijing and offers suitable recommendations to parking management in Beijing. It highlights good parking management should be the first step to alleviate parking chaos even if there is a real parking shortage. It also offers six relevant parking policies which can be adapted to the local context in Beijing.</p> <p>Report for Beijing: Parking Management is Valuable.</p> |
|  | <p>Review of Parking Decentralization and Governance Practice for Beijing. (Paul Barter, 2012.)³</p> <p>This report review of key issues in decentralization and metropolitan governance for large cities. It also reviews of some previous work on parking responsibilities for each level of government. In addition, it shows some insight on the balance of role between the private and public sectors in parking.</p> |
|  | <p>Parking Guidebook for Chinese Cities (ITDP, 2014.)⁴</p> <p>This guidebook looks at international strategies from many regions and offers recommendations that can be adopted in any Chinese city experiencing increased motorization and perceived parking shortages. The guidebook offers eight strategies for cities to improve their parking situation. These recommendations illustrate how handling on-street and off-street parking in harmony with transportation policy objectives can help any city achieve its long-term goals. A special section focusing on Guangzhou serves as a case study of one particular Chinese city coming to grips with how to approach growing motorization and the seemingly unyielding demand for parking in the best possible way.</p> |
|  | <p>Parking Management Opportunities for Shenzhen.⁵</p> <p>(Paul Barter, 2013.)</p> <p>This report focuses on parking management for inner and central areas of Shenzhen. It discusses the approach to ease traffic congestion through parking policy is neither remove on-street parking nor build more parking spaces- first try parking management. It also mentioned price as a management tool to response to demand and pointed out the limitation of price cap in the local price control.</p> |

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| <p>25 November 2014</p> <p>Feedback on Shenzhen Parking Reforms Late 2014</p> <p>Paul A. Barter Director, Reinventing Transport and Adjunct Professor, National University of Singapore www.reinventingtransport.org</p> <p>for the Transport Demand Management in Beijing – Emission Reduction in Urban Transport program of the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) in China and the Shenzhen Urban Transport Planning Center (SUTPC).</p> <p>This report provides additional explanations of ideas, arguments and facts that were shared in presentations during the author's mission to Shenzhen in October 2014.</p> | <p>Parking Management for Shenzhen (Paul Barter, 2014)⁶</p> <p>This report is a summary of feedback on Shenzhen parking reform in 2014. It includes the expert's comments on the results of the on-street parking pricing efforts so far, on the continuing discussion over the possible Off-Street Adjustment Fee, on certain other parking management questions that arose during the mission, as well as pointers to other relevant information resources.</p> |
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Credentials:

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Sources

- ¹ <https://www.itdp.org/wp-content/uploads/2015/03/Beijing-parking-ITDP-China.pdf>
- ² <http://sustainabletransport.org/?wpdmdl=3084>
- ³ <http://sustainabletransport.org/?wpdmdl=3085>
- ⁴ http://www.itdp.org/wp-content/uploads/2014/07/Parking_Guidebook_for_Chinese_Cities.pdf
- ⁵ <http://sustainabletransport.org/?wpdmdl=3086>
- ⁶ <http://sustainabletransport.org/?wpdmdl=3006>