EUROPEAN PARKING AWARD COMPETITION 2005

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Introduction

In the period from June 13th up to and including June 17th, 2005 the Jury visited the following 9 parking projects that were nominated by the Board of the European Parking Association.

Category – new car parks
The car park in this category have been opened to the public no longer ago than two years before January 1st 2005. They are situated in city centres.

- *Tiefgarage Neumarkt – Dresden – Germany*

An underground car park with 412 spaces on two levels in immediate vincinity of the renovated Frauenkirche. The floors are coated: the driveways in light grey colour and sanded to get a rough surface, the parking bays in dark grey colour and in an angle of about 70°. Each parking floor is nearly split in two parts by a central pedestrian corridor, thus assuring short evacuation distances to the emergency exits from the parking area. A glass housing holds the glazed lift and staircase that connects the square above with the central pedestrian corridor. In the car park some remnants of an old city wall have been preserved.
The area around the car park is still under development, as there is high construction activity at the moment of the jury visit.

- *Parking Cité Internationale – Lyon - France*

The underground car park with 854 spaces is situated under a new development for offices, dwellings, multiplex cinema, casino, convention centre and hotel in the northern outskirts of Lyon.
The leisure facilities and convention centre are still under construction.
The floors of the car park are coated: the driveways in light grey colour, the parking bays in dark grey colour and in an angle of about 70°. The pedestrian exits of the parking floors are lit extra, to mark them from the generally low light levels.
Pay stations are situated in the main entrance, with the supervisor area. Card payment is possible at the exits, where also LPR-equipment is installed.

- *Parkhaus Engelenschanze – Münster - Germany*

The multi-storey car park with 480 spaces on 7 levels is a stand alone car park at the corner of the Engelstrasse and the Schorlemerstrasse, just off the city centre near the railway station. The car park serves visitors for the city centre, offices nearby and residents.

The car park with its glass façade all around the corner is an eye catcher in the city environment. Inside the car park has a system of ramped parking floors around an empty space in the middle. This empty space and the outside glass facade provide during daytime sufficient light to achieve required lighting levels at the parking floors. The empty space also avoids mechanical ventilation systems.

The floors of the car park are coated in light grey colour with simple indication of parking bays. Also the walls and ceilings are kept in light colours.
Pay stations are situated in the main entrance, with the supervisor area.
The project is a good example of a relatively simple and efficiently built car park. From the €8.4 milllion project €3.5 million was subsidised by the town's "redemption fund".

- *Multi Floor Car Park "Mercato Ortofrutticolo" – Immola - Italy*

The multi-storey car park is situated at the renovated fruit & vegetable market area, adjacent to the city centre of Immola. The multi storey car park consists of three parts: 103 individual car parks for residential subscribers underground, 97 public spaces at ground level and 114 public spaces on the deck.
The facility is operated by a private company, who operates also other surface parking facilities and on street parking in Immola. Positive financial results of other parking facilities compensate capital costs on this parking facility.
The construction is well designed with careful designed columns, lighting units and green borders around the deck, leaving parked cars invisible from the street level.

Category renovated car parks

This competition is open for older car parks that have been renovated no longer ago than two years before January 1st 2005. The main judgement factor is not the difficulty of the work, the height of the renovation cost or the condition of the car park before the renovation, but solely the parking product as experienced by the customers.

- *Champs Elysées Car Park – Paris - France*

The underground car park in three levels with 600 public spaces, situated under the Champs Elysées, was originally built in 1989. The renovation in 2004 comprised a new office desk and toilets, new parking and security equipment and new painting and coating of the floors. Total renovation costs were € 1 million or €1500 per space. From the renovated service desk in the car park the operator Vinci Park delivers extensive customers services and maintains operational control over the car park. Dropping frequentation numbers were stopped after the renovation.

- *Waterloo Street Car Park –Glasgow - United Kingdom*

The multi storey car park with 666 spaces, situated in the financial services district adjacent to the city centre, was originally built in the seventies. The renovation in 2004 comprised a new entrance with office desk and toilets, new parking equipment (including transponder technology for regular users, enabling 24-hour access), new painting and floor coatings, staircases and elevators and complete new lighting in the parking area and the pedestrian areas. The façade has been renewed with a wooden cladding, enabling natural ventilation.
Total renovation costs were £ 3.5 million or £ 5,200 per space.
The renovated car park appears like a new car park and provides a secure feeling to the customers.

- *Grand Parade Car Park – Cork - Ireland*

The multi storey car park in three levels with 351 spaces integrates with the Grand Parade shopping mall, adjacent to the main shopping street in Cork. It was originally built in 1989. The renovation in 2004 comprised a new office desk, new parking and security equipment and new painting and coating of the floors, improved lighting and elevator lobby.
Total renovation costs were €1.3 million.

Category – Specialist parking products in car parks

Special projects are car parks built with a dedicated intention. Generally they are not situated in city centres.

- *ACCESS equipment Via Verde/Emparque – Lisbon – Portugal*

The access equipment provides easy entrance and exit with the motorway tolling transponder device in eleven car parks in Lisbon. The Q-Free transponder devices, used for the motorway tolling in Portugal, can be read by readers that are integrated in the parking systems of Skidata, Scheidt & Bachmann and ZEAG. At Ascom/Elsydel parking equipment customers must present themselves at a special device at the entrance.
Parking fees are collected through the tolling account.
As the tolling system is already in place with many subscribers, marketing of the parking payment facility was done through the tolling channels and very quickly high usage numbers were achieved: about 30% of the short term parkers use this system to pay their parking fee: over 250,000 transactions in eleven car parks per month.

- *Q-Park Key – Maastricht – Netherlands*

The Q-Park Key enables regular customers handsfree entry and exit in the car parks and automatic payment on account in all over 100 car parks, operated by Q-Park all over the country. The Key is a combination of two devices: a long range transponder enabling hands free entry and exit, without opening the side window, and a keyring tag for opening the pedestrian entrance, enabling entrance to the car park full 24 hours per day. Customers are supported from a 24-hours Customer Contact Centre.
The Q-Park key system is fully integrated with parking equipment of Scheidt & Bachmann, Skidata and WPS and the Q-Park back office systems. Customers can refer to a personalised website for account details and other information.
Marketing started in the Maastricht/Heerlen region early 2004 and about 40,000 devices are in use, accounting for 15% of all payments in the region. Countrywide marketing started in 2005.
The system demonstration was in the Vrijthof underground car park in Maastricht, which has been fully renovated in 2003 into an excellent parking facility with very high usage.

- *Rheinufergarage – Mainz – Germany*

The Rheinufergarage is built in combination with refurbishment of the quay-wall of the Rhine river. The 497 spaces underground car park in two levels primarily serves the offices around. As the car park has no office desk and no dedicated staff on site, it does not qualify for the new car park category.
Access to the car park for motorists and pedestrians is directly from the Rheinallee. Glass housings hold the pedestrian entrances of high quality with glazed elevators. The entrances have good provisions for disabled, also in the elevators have control buttons at low level.
The parking floors are coated: driveways in green, parking bays in brown. The parking floors are straight forward with a clear structure.

Category – on-street parking projects

New innovative concepts that are actually in operation in on-street parking are the goal in this category, in order to make them known to the European parking branche.

- *Disabled Parking Permit Scheme – London Borough of Tower Hamlet – UK*

The London Borough of Tower Hamlet coped with 30% of stolen disabled permits ("blue badges") each year. In conformity to European regulations blue badges have a photograph and not the license plate of the user. This is to enable disabled persons to ride with an other person and yet use his blue badge. Control on misuse is only possible upon arrival and departure, but not while the car is parked. Holders of blue badges are entitled to use special marked parking spaces and to use paid parking spaces for free. This standardised blue badge is valid all over Europe. As the blue badge has a validity up to three years, the "value" of a stolen badge may be up to €20,000.

If the holder's license plate is printed on the badge, it makes no sense anymore to steal the badge. This is just what the Borough of Tower Hamlet did.

The new scheme has led to 20% decrease in car crime and over 100 successful prosecutions for disabled permit misuse.

Blue badges used to be connected to license plate numbers of the owner's car before the European regulation was changed to the current situation. The Tower Hamlet scheme is a local scheme, deviating from the pan-European solution. This implies that the local disabled permits are not accepted elsewhere. The Borough of Tower Hamlet is now discussing with neighbouring boroughs to join their scheme for wider acceptance.

Please Note:
From this Report no conclusions, whatsoever, can be drawn in relation to the final granting of the European Parking Awards 2005.