

EUROPEAN PARKING AWARD COMPETITION 2007

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Introduction

In the period from June 11th up to and including June 15th, 2007 the Jury visited twelve parking projects that were nominated by the Board of the European Parking Association.

The following jury members were appointed by the Board:

Sebastian Koreneff – Finland (chairman)

Jordi Bonet Vendrel - Spain

Jean-Jacques Decaesteke – France

Andrew Marshall – UK

Antonio Moura – Portugal

Bernd Beer - Germany

Peter Martens accompanied the jury as organiser and non voting secretary.

For the first time two members outside the direct parking operators participated in the trip, Mr Moura and Mr Beer have an extensive experience as car park (design) consultants. The extension of the jury was unanimous appreciated.

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 2007. They are situated in city centres.

- *Car park Speicherstadt – Hamburg - Germany*

A multi-storey car park with 814 spaces at two underground and 8 above ground levels in the regenerated harbour area of Hamburg. With its typical red brick façade it integrates in the historical architecture of the old storage houses, that have been refurbished into residential or office functions.

The visitors reach the upper floors by curved ramps at one side of the building and are guided along all spaces, to use the first available empty space. Driving out goes along descending curved ramps at the other side of the building, allowing shortcuts for quickly leaving the car park. The construction allows wide spanning without columns obstructing the parking manoeuvres and clear visibility.

As the car park is located in an area of high flooding risk because of the river Elbe, specific measurements have been taken: special doors and removable parking equipment at ground floor level. The area around the car park is still under development, as there is high construction activity at the moment of the jury visit.

- *Underground car park Sint Pieterspelin – Ghent - Belgium*

The underground car park with 700 spaces is situated under a square, on the edge of the historical city centre of Ghent. The square is reshaped to accommodate major events. The car park was not built with a commercial objective, but was designed by the local authority to ease the parking pressure for residents and for whole-day visitors to the city centre. The parking fee for 24 hours is only EUR 2.50. Break even is expected only after 30 years.

The operating room in the car park also supervises other city centre car parks operated by the city's parking company, supported by a CCTV system operated via the city's fibreglass network.

The car park has been built very efficient at relative low costs. The underground car park has an open space area for daylight and open air access at all underground levels. The raw concrete colour dominates the car park (only different striking colours for the pedestrian pathways.)

- *Underground car park Mosae Fourm – Maastricht - Netherlands*

The underground car park with 1150 spaces on 4 levels is newly built in the northern part of the city centre. The car park serves visitors for the city centre, the new built shopping centre and the rebuilt city offices, right on top of the car park. The capacity compensates an old multi-storey car park (demolished and replaced by apartments), the market square around the historical city hall.

The car park entrance is connected to a tunnel, thus the traffic in the city centre is reduced to the absolute minimum. Pedestrian entrance is from the shopping centre with a spacious elevator hall with glazed walls to the different car park levels. A supermarket is at -1 level, directly connected to the car park.

Floors are coated in a light grey colour with driving lanes slightly sanded for skid-proof surfaces in case of rain. Parking bays are dark grey and numbered for identification. At the entrance, the available number of spaces on each floor is displayed.

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 2007 and the car park must be at least 10 years old.

- *Lobau Rivoli Car Park – Paris - France*

The underground car park in four levels with 890 public car spaces, situated close to Paris' City Hall, was originally built in 1973. The renovation in 2006 comprised a new reception and office area, an elevator up to the street level, new parking and security equipment and new painting and coating of the floors. Total renovation costs were €7.5 million. The refurbishment is connected to an 8 years concession contract. The car parks served last year 450,000 short term parking customers and 427 season ticket holders.

- *Capitole Car Park – Toulouse - France*

The underground car park in four levels with 930 public car spaces, situated under the historic central square in Toulouse, was originally built in 1972. The renovation in 2006 comprised a new reception and office area, new parking new painting and coating of the floors. The pedestrian corridors were widened for a better security experience. Entrances and exits were adapted to the historical environment of the square. Total renovation costs were €7.2 million. The refurbishment is connected to an 8 years concession contract. The car parks served in 2006 900,000 short term parking customers and 350 season ticket holders.

- *City Parkhaus – Offenbach - Germany*

The multi storey car park in three levels with 440 spaces is adjacent to the main shopping pedestrian area in Offenbach. It was originally built in the seventies. The renovation in 2006 comprised a new office desk, new parking and security equipment and new painting and coating of the floors, improved lighting and elevator lobby.

Special feature of the renovation is the cathode corrosion protection. The refurbishment works had less impact on the operation of the car park. During the works always 65% of the capacity was available for the customers.

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.

- *Energy management in Freyung car park– Vienna – Austria*

The car park has been supplied with a new lighting system, with special; tube lights which runs at lower voltage level , thus saving about 30% of the normal energy consumption.

With movement detection the light at the lower levels of the underground car park is switched off, if nobody is there.

Because with the new installations also the light levels have been improved, exact savings could not been measured, but the end result was improved light quality at bottom line lower energy costs.

- *Spaarne ziekenhuis Hoofddorp – Netherlands*

The car park serves the newly built hospital, replacing four old medical centres in the region.

The multi-storey car park has 695 spaces at 5 levels, including the roof level. The car park has been built for €12.230 per parking space.

The car park has steel structure, with concrete and coated floors with 16 metres span between column rows. The façade is coated steel plate, open for ventilation and DNA-decoration at night.

The car park is conveniently connected to the hospital with special provisions for disabled persons. Wheelchairs can be lent in the car park. AED device is available for emergencies.

The operator office with glazed walls is located next to the pedestrian connection to the hospital. The operator desk is very well visible for the customers.

Adjacent to the car park is a bus stop of the express bus “Zuidtangent” to Amsterdam airport at only 10 minutes away. During daytime at 10 minute intervals, at lower frequency full 24 hours service. That makes this car park very attractive for off airport parking, especially between two and five days.

The car park is prepared for extension with two extra levels (technical and building permits)

- *Centre hospitaier Cabot -I St.Quentin - France*

The hospital is refurbished and extended. The car park is part of the extension of the hospital, which is still under construction. The 610 spaces car park in three levels (incl. the roof) has an open structure with a “vide” where daylight enters all over the car park.

The floors are coated with individual marked and numbered parking spaces. Materialisation is easy to maintain.

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.

- *SIAF on street payment monitoring – Lisbon – Portugal*

The system comprises request for payments for car drivers, violating the parking regulations (non payments of exceeding paid time) at pay & display sites. The request for payment concerns a relatively low amount of €5,00. Is the payment is done, no further action will be

taken. If the customer does not pay, this will be recorded and after three offences without payment, the offence is passed through to the city police for official action (fine, clamp or tow away)

Since start of this system the pay rate of the on street parking spaces has increased from 1.3 paid hours per day to 6 paid hours per day.

The system is supported by an extensive ICT reporting system. The system is fed online from the street attendants hand held PDA's with GPRS connection. The back office system registers on line the position and performance of the street attendants. Also customer records can be consulted to support the customer call centre.

- Area Verde Integral– Barcelona – Spain

The system is to solve the balance between residential parking and visitor parking in the dense city area of Barcelona. This project has been carried out under the EC-framework for city rehabilitation.

In zones with strong residential function either dedicated residential parking zones have been allocated, where only cars with residential parking permit are allowed, and some dedicated visitor zones, with paid parking for visitors.

In zones with strong pressure of residential and visitor parking mixed zones have been established. In these zones paid parking for visitors is allowed and residents can park there at strongly reduced parking rates as an alternative for parking in the designated residential zones. Thus the residents are given an alternative to cope with high parking demand during daytimes.

Also enforcement have been increased, as there is a fair system now. Pay rate for on street parking has about doubled since introduction of the scheme.

- On street parking digitalisation– Rotterdam – Netherlands

The system comprises the following areas:

- Cashless parking at Pay & display machines on street: payments only with electronic purses (public system supported by every bank in the Netherlands) Tariffs are set in units of €0,50: ranging from 9 minutes in peak time to 24 minutes on Monday morning, when most shops are closed. Parking at night (23:00 until 9:00) and on Sunday is for free.
- Credit card payment at tourist locations (8% of P&D machines)
- Payment with mobile phone (Park Mobile and Yellowbrick)
- Parking permits for residents and city based companies with barcode and ID-number (E-permit), with related license plate of the car.
- Residents visitors permits for 100 blocks of max 5 hours per year at reduced rates.
- PDA devices for the street attendants. Daily data transfer of valid E-permits into the PDA's, check on license plate. Penalty notices printed from the PDA.

In 2006 about 10 million Chip payment transactions were made with €18 million turnover. In addition 215,000 transactions with €760,000 turnover with credit card and 1.1 million transactions with €3.6 million turnover with mobile phone.

Workload for annual renewal of parking permits is reduced by 80%.

Please Note:

From this Report no conclusions, whatsoever, can be drawn in relation to the final granting of the European Parking Awards 2007.