

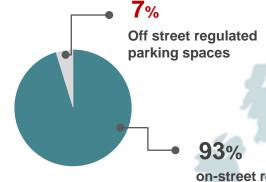
1. BARCELONA CONTEXT





290.000 Motorbikes

69.140 parking spaces



57%

on-street regulated parking spaces



630.000 Cars

261.328 parking spaces

43% on-street regulated parking spaces

Off street regulated parking spaces



It is necessary to create new supply in car parks !!



2. PROJECT DESCRIPTION



Barcelona has developed an **integrated management toolset** (IMT), to **improve quality of urban space** by acting in on-street and off-street car parks.



Regulate and control motorbike on-street parking spaces

 Sort on-street motorbike parking by equating the space occupied by motorcycles and cars on the street, due to the stress generated by the limited space.



Increase the use of off street car parks

 Boosting the use of off street car parks by increasing the availability of parking spaces for motorcycles with competitive rates.



2. PROJECT DESCRIPTION: ON-STREET







Resizing of the on-street parking supply for motorbikes



Relocating motorbike parking spaces in areas with poor visibility



Restricting parking on sidewalks





2. PROJECT DESCRIPTION: OFF-STREET







New supply for motorbikes in the off street car parks



Attractive tariffs for rotation and for subscriptions



Coordination with other operators



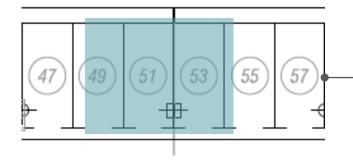
Transformation of narrow spaces to motorbike spaces



2. PROJECT DESCRIPTION: OFF STREET SOLUTION



Distribution of narrow spaces before transformation

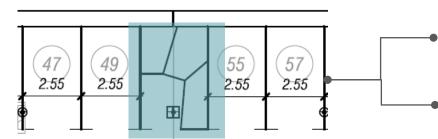


40 spaces useless

• Because of **narrow spaces** between columns at rough hours



Distribution after transformation



Wider spaces for wider cars

• From 2,20m to **2,55m**

Recovery of 10 useless spaces

Average occupation has improved in +10%



3. MAIN GOALS & BENEFITS PURSUED

B:SIVI de Serveis Municipals
Ajuntament de Barcelona

- To balance the distribution of the on-street public space
- To create and occupy off street car parks for motorbikes
- To increase sidewalk public space in the city
- To reduce the impact and risk on pedestrian spaces
- To improve air quality (promotion of public transport)
- Integrated management strategy for parking: parking as the key tool for mobility challenges
- Sustainable mobility solution scalable to small devices of private transport.



4. SCOPE OF THE PROJECT





Supply B:SM parking space

- 1.619 motorbike spaces between rotation and subscriptions
- 44 car parks with specific rates for motorbikes
- 1 car park dedicated only for motorbikes 171 spaces



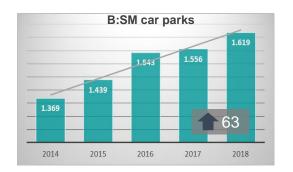
Demand B:SM car parks

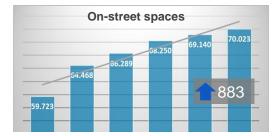
- **1.500** subscriptions in 2018
- 30.000 hours of motorbike rotation



on-street actions

- 883 new spaces for motorbikes
- 10 areas with pedestrian streets free of motorbikes parked in sidewalks (at least 1Km per each area)









5. PROJECT TIMELINE



1983

Creation of the first motorbike spaces in car parks.

2005

 Regulation of motorbike spaces in the street, creation and control of the parking spaces. Background

2018

- · Identification of high density parked-motorbike areas
- Definition of the action plans related to the analyzed areas:

February

- Reconversion of spaces / supply creation
- Launch of special rates to promote motorcycle parking in municipal car parks by the current operators.
- Communication campaign to users (prohibition to park on sidewalks and promotions in car parks)
- · Increase enforcement on-street

November

100% B:SM car parks with rotation rates for motorbikes



European Parking Award 2019 Category 4 - Innovative schemes on parking Motorbike Challenge. Parking can make it. Barcelona, Spain.





Motorbike challenge.

Parking can make it