

Parking planning and -policies in Zurich

The Example of the City of Zurich

IMPACTS London

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Mobilität und Räume für Menschen

Mobility compatible with the city: Efficiency of land use



100m²



20m²



10m²



8m²



7m²



2m²



Area usage per
person by means of
transport:
PT, bicycle and
pedestrian are much
more efficient than
cars

Parking planning is a key pillar of traffic planning and policies

1989	Provision of the first blue zones (limited parking time with the exception of local residents, entire city area included in 1999)
1989	Enactment of a parking space ordinance which for the first time determines not only the minimal required number of spaces but also the maximum permissible number
1994/ 2016	Acceptance of the referendum about guidelines regarding parking and parking meter fees (determination of higher fees in central areas, confirmed by the Federal Supreme Court)
1996	Historic parking space compromise which dictates that the number of spaces intended for visitors and customers in the centre city should remain at the same number as in 1990
1996	Enactment of a parking space ordinance which now includes a limit on the number of parking spaces based on the Swiss Clean Air Act
2011	Acceptance of the referendum about the parking permit ordinance in blue zones
2015	Enactment of a partial revision to the parking space ordinance which, among other things, reduces the parking space requirements for residents and expands the reduction area

Development of public parking spaces



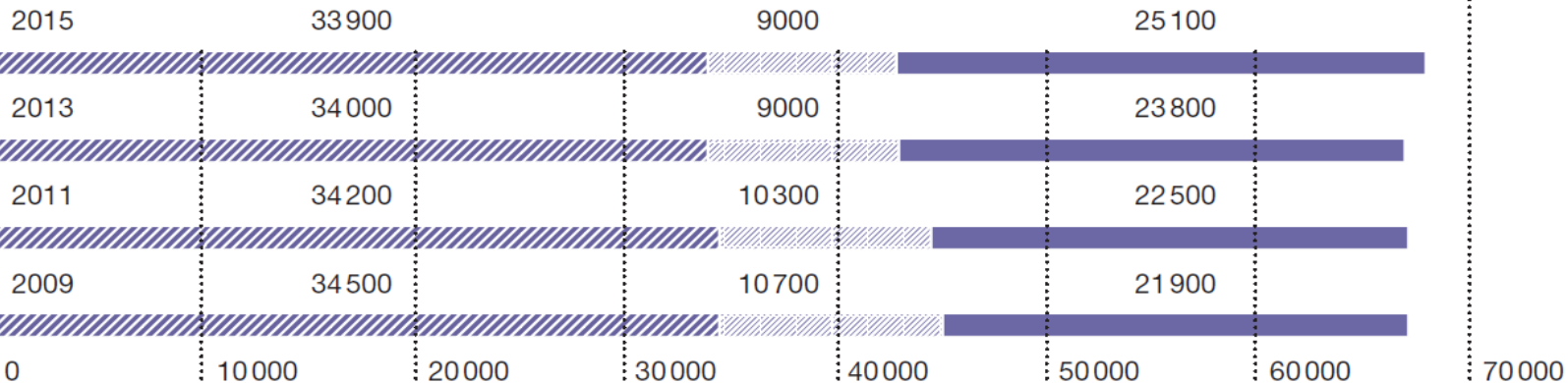
10 Parkplatzangebot

im Jahr




2015 Parkplätze insgesamt in der Stadt **270000**



im Jahr

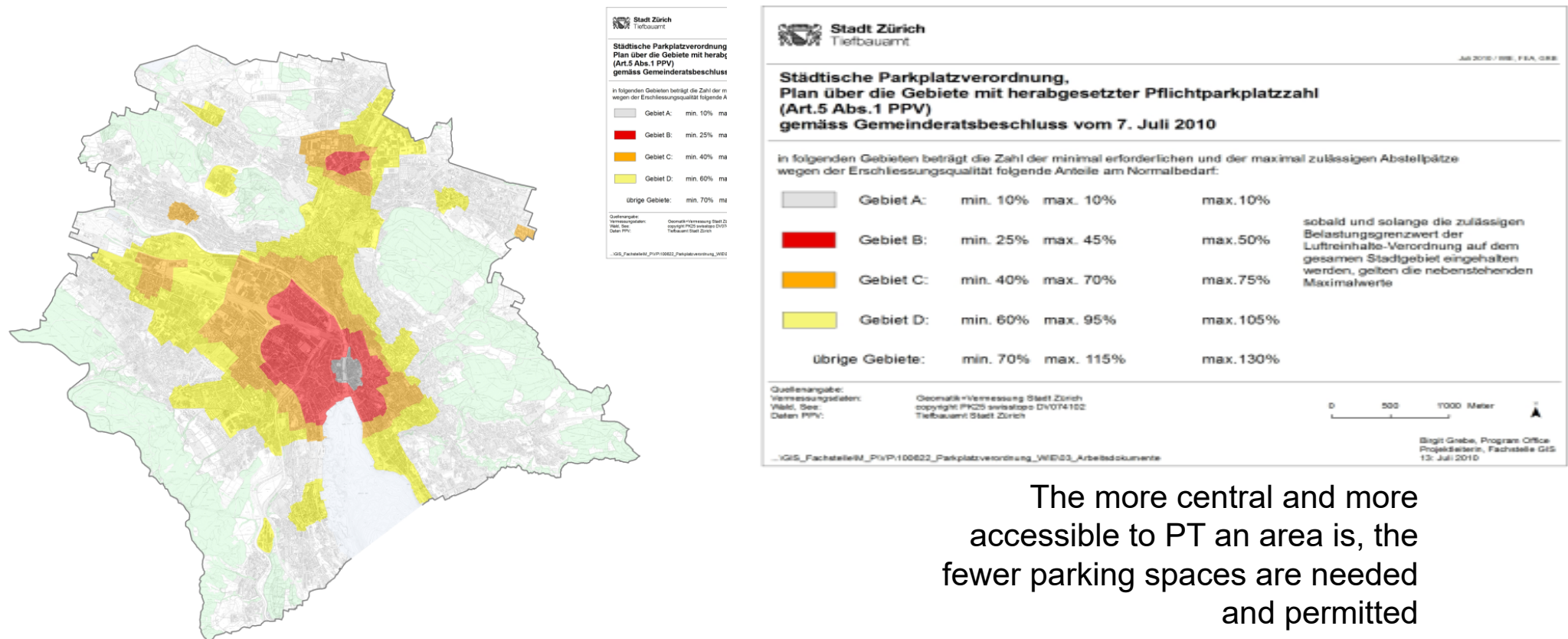


Öffentlich zugängliche Parkplätze

 Strassenparkplätze Blaue Zone
  Weiss markierte Strassenparkplätze
  In Parkhäusern und Parkierungsanlagen*

> 200'000 private Parking lots

Parking space ordinance (private parking places), Reduction areas



The more central and more accessible to PT an area is, the fewer parking spaces are needed and permitted

Parking space ordinance reduction area

Calculation example «Resident» with 2400 m² of floor space

Reduction area	Floor space (m ²)	Normal requirement (1 space / 120 m ²)	Minimum
A (old town)	2400	20 spaces	2 spaces (10%)
B (City)	2400	20 spaces	5 spaces (25%)
C (around City)	2400	20 spaces	8 spaces (40%)
D (peripher)	2400	20 spaces	12 spaces (60%)
Remaining area	2400	20 spaces	14 spaces (70%)

Relation between onstreet parking and private parking

Public space

- White and blue parking lots
- Outside the city very cheap
- Densification creates more needs for public spaces
 - Street-greening and -shading
 - Generous pedestrian areas
 - Bike-infrastructurs
 - Pocket parks

Densification should lead to more quality of public spaces!

Shift

Private areas

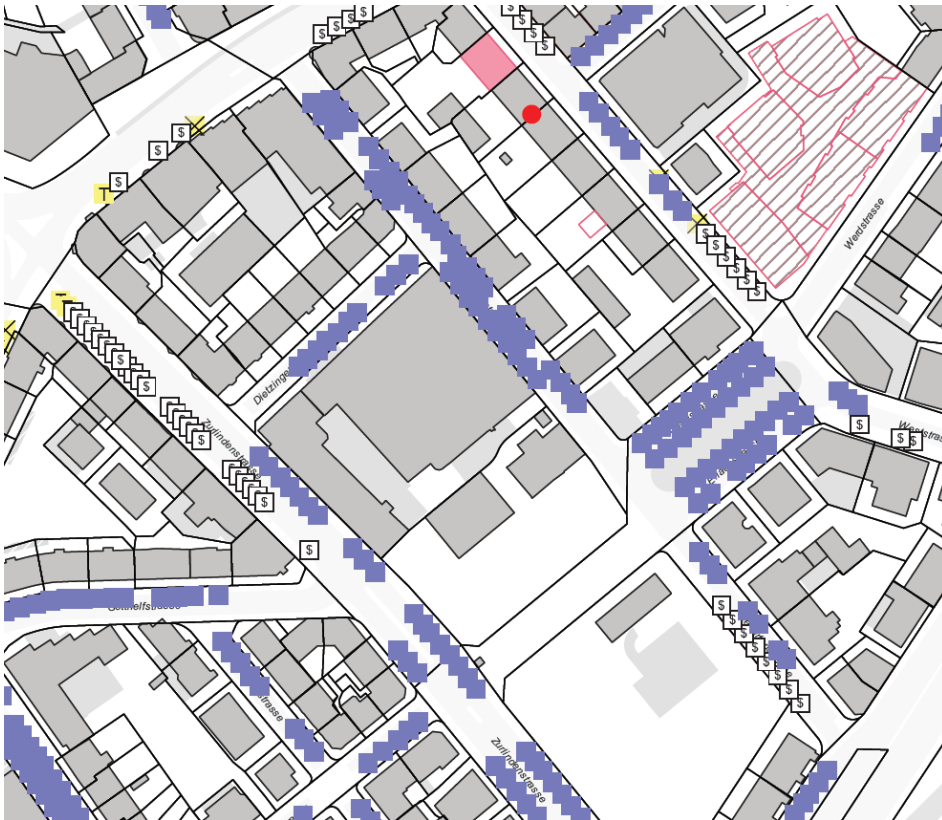
- Private parking for the demand of the different uses (flats, offices, shops etc.)
- Obligatory for all new buildings
- Due to supply and demand mostly expensive
- Partially few demand, vacancies

More demand leads to higher investment security!

Residential areas: competition between private parking and blue zones



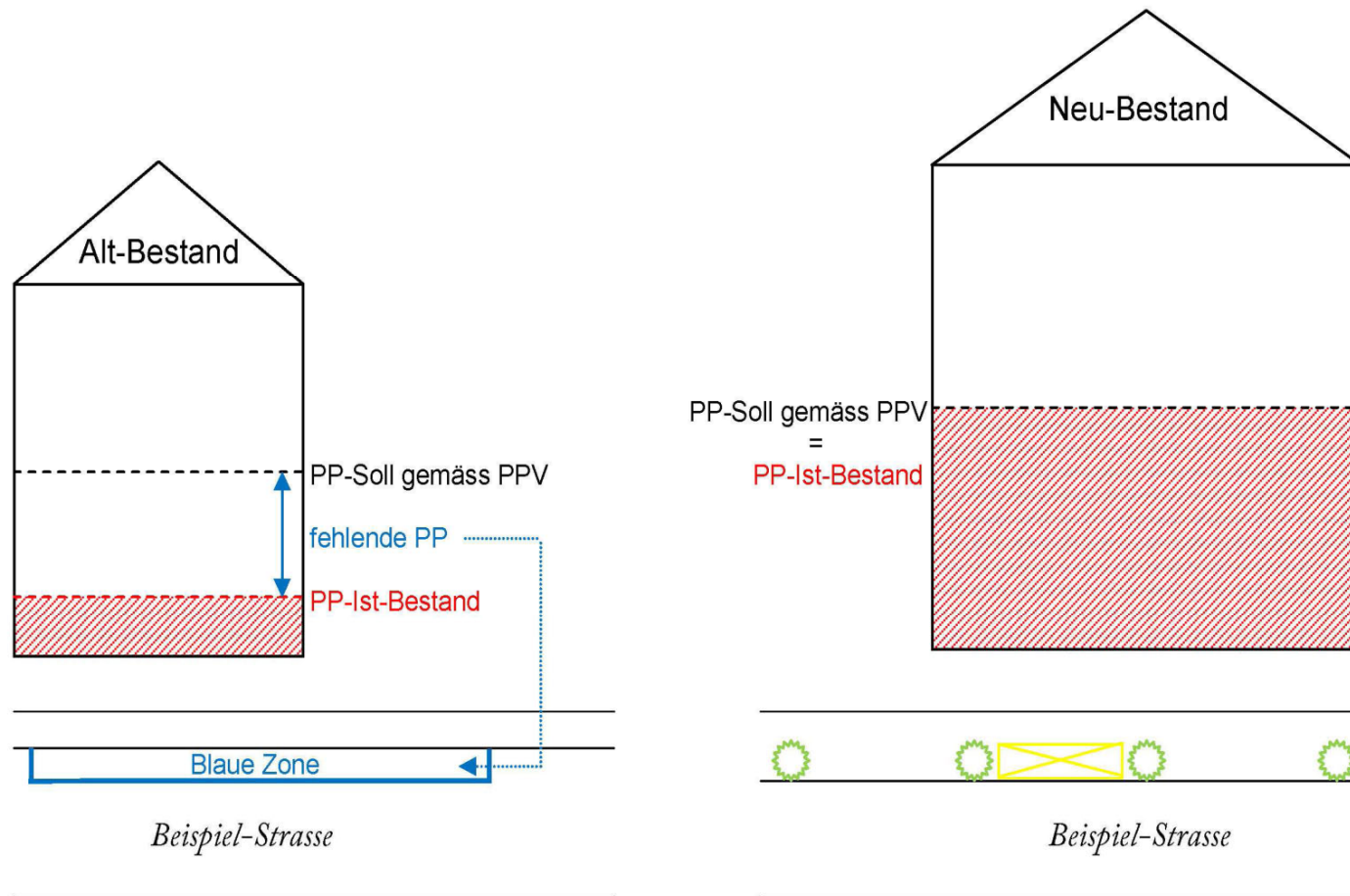
Shifting on-street parking to private ground: big potentials



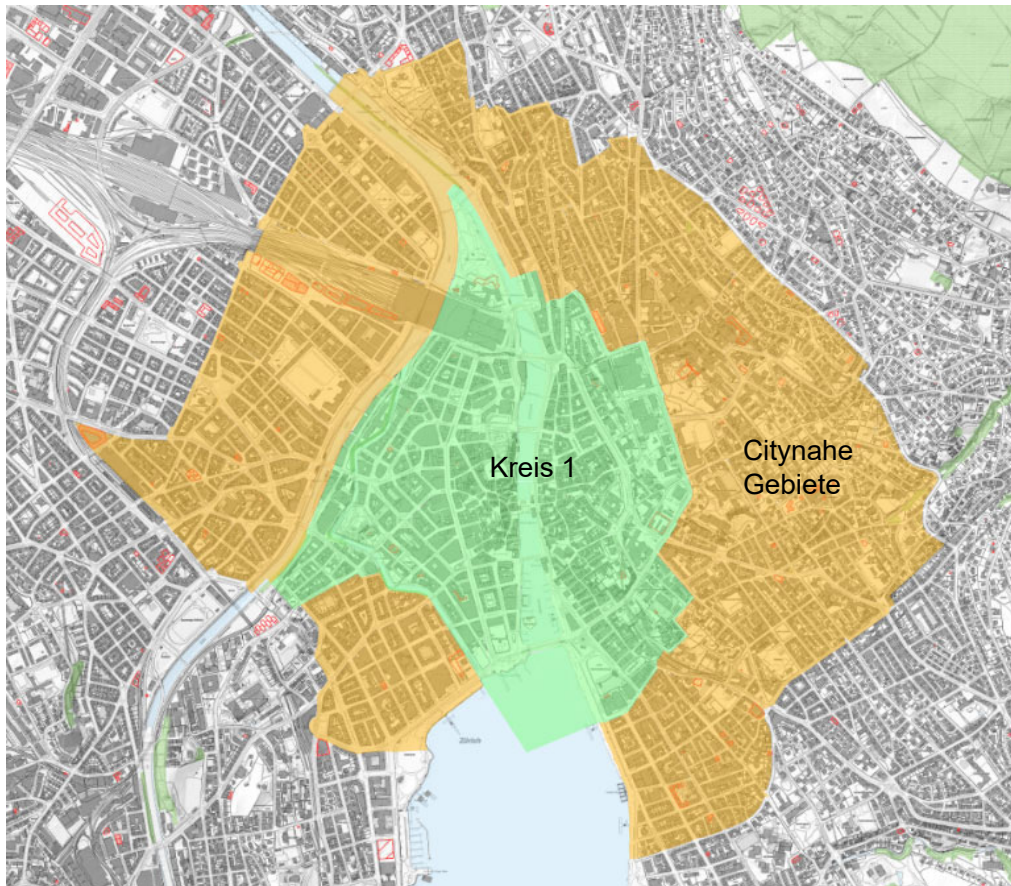
Strassenparkplätze: Ausschnitt Wiedikon, Zurlindenstrasse

- 34 000 blue and 9000 white parking lots (on-street parking)
 - occupying nearly 50 ha public space in Zürich!
- The law says: all usings are obliged to offer enough parking space on private ground!
 - public space shouldn't be used for parking but for other needs

Compensation of Blue Zone Parking lots



Historic parking-compromise since 1996: scope of validity



- 1:1 compensation for street parking lots lost into underground garages and parking buildings
- Upgrade to urban areas in the city centre
- Reference: Number of parking spaces in 1990 (≈ 7600)
- New: minus 10% totally will be allowed since 2019. Means: > 700 street parking lots can disappear without compensation!

Historic parking-compromise: Upgrade of river areas



Parking deck over the River Sihl, 2004



River Sihl, May 2005: Opening of the Gessnerallee car park makes it possible to tear down the parking deck over the River Sihl and the elimination of 250 street parking spaces in the city centre

Historic parking-compromise: Upgrade of Sechseläutenplatz

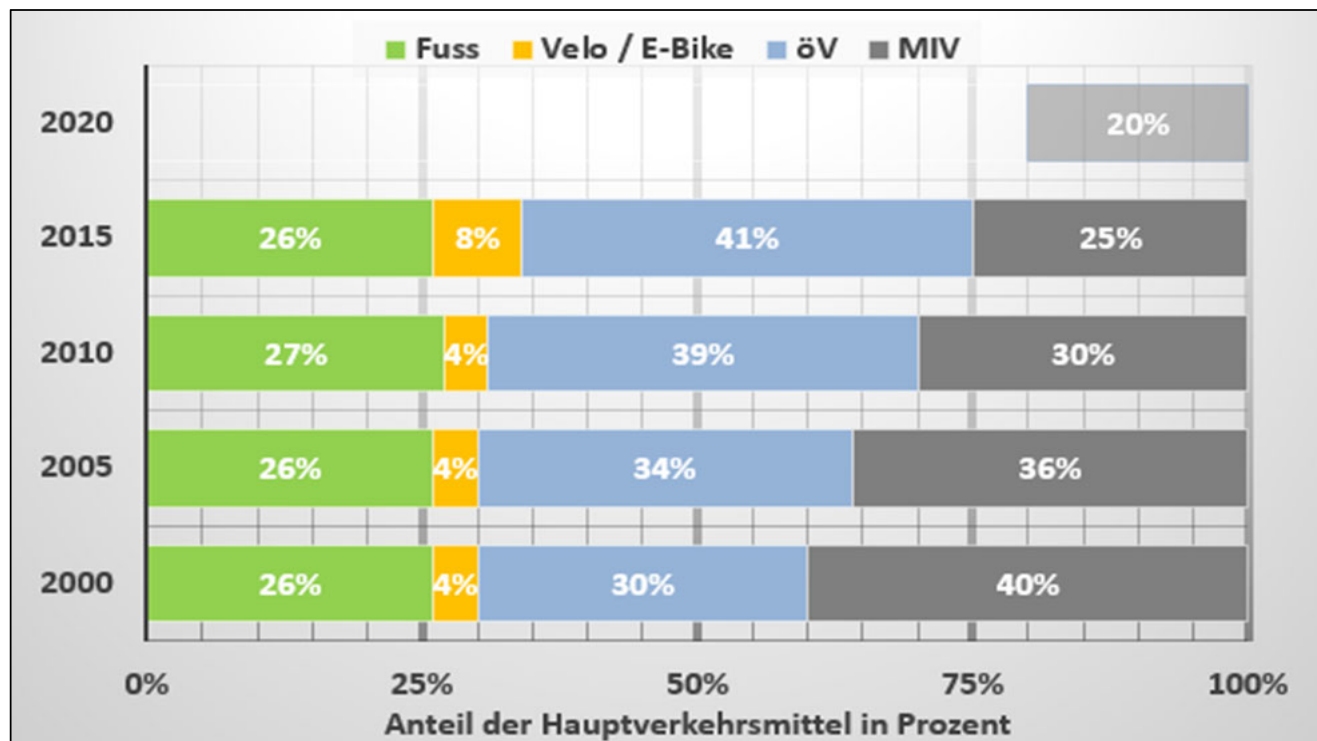


Sechseläutenplatz, March 2009



Sechseläutenplatz, February 2014: Redesigned square, shift of parking spaces into the Opera Car Park

Result of consequence parking politics as a part of traffic planning:



Results:

- ⇒ part of PT grows
- ⇒ Pedestrians no change
- ⇒ more Bicycles
- ⇒ smaller part of cars

Is the aim of only 20% cars reachable?

Quelle Mikrozensus 2015

(Binnen-, Quell- und Zielverkehr, alle Personen ab 6 Jahren)

Comparison with other Cities

