



TRONDHEIM KOMMUNE

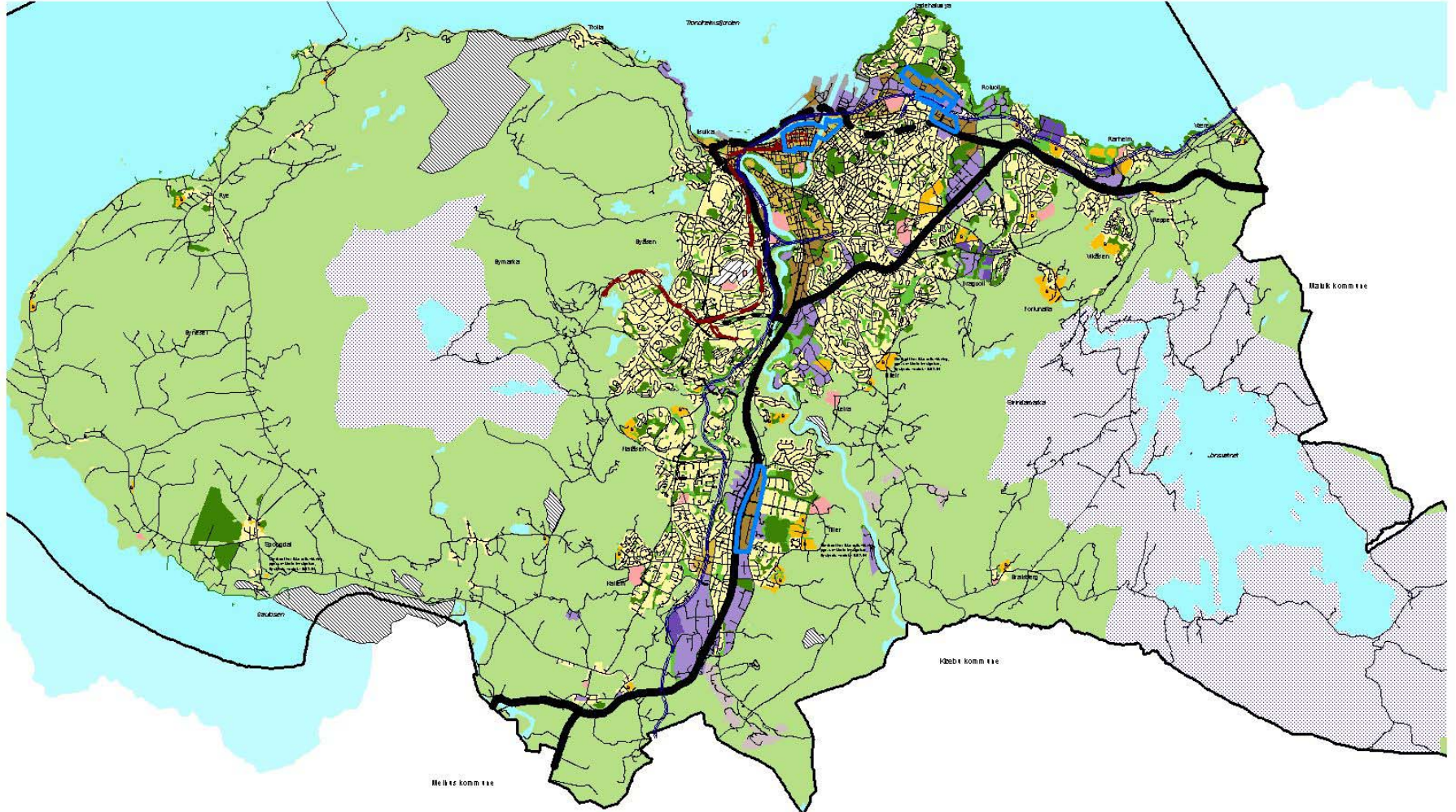
Parking Management and Land Use Regulations
Oslo, September 20, 2005

The Trondheim case





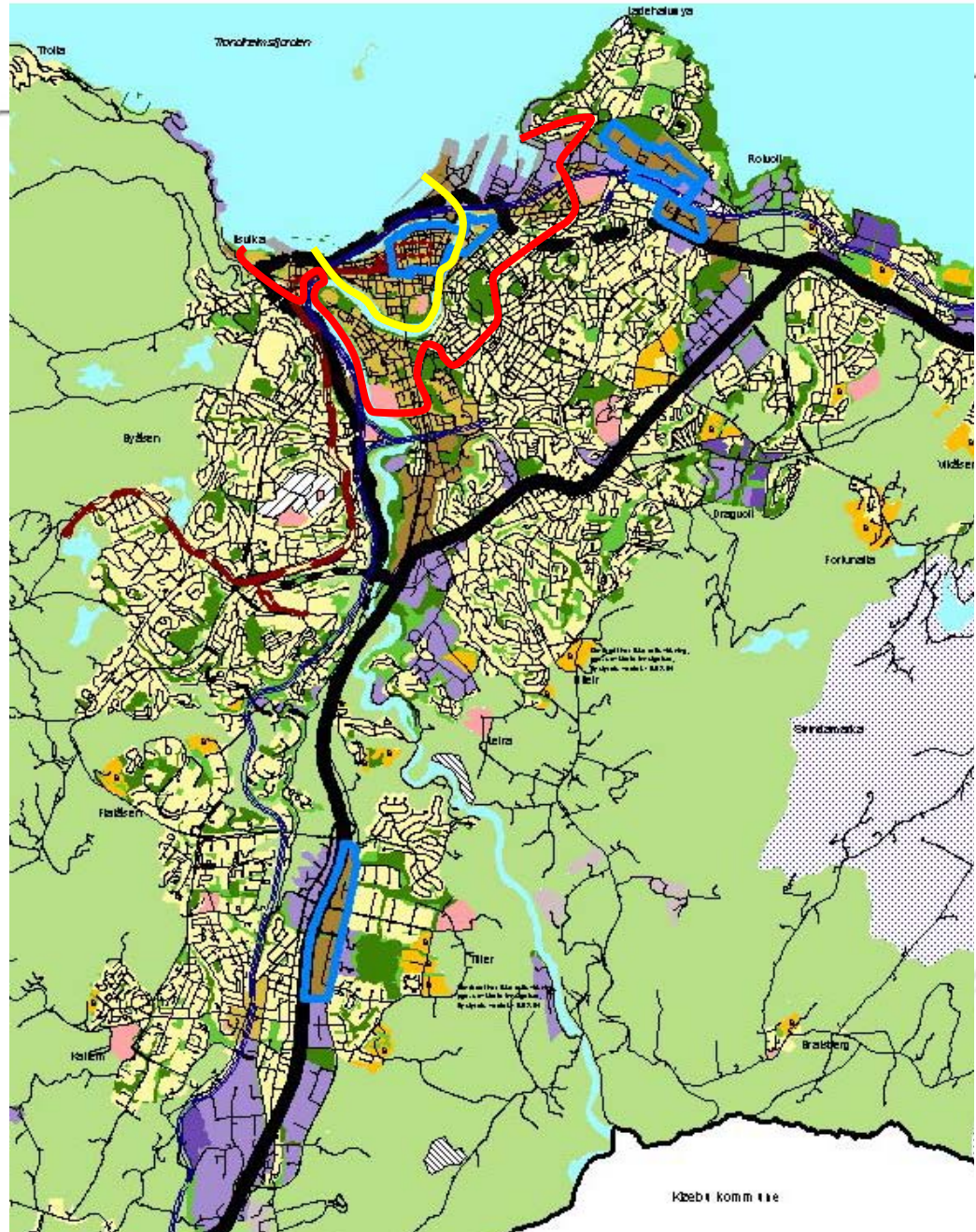
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Key Points

- Urban areas with mixed purpose
- Areas for urban development and infill
- Main road system
- Toll road until 31/12
- Traffic up by 25 % within the next 10 years ?





1990, revision in 2002:

By-law for Parking Zones

- Central residential areas
- For Residents and Businesses
- Secure access to Public Parking
- Reduce foreign Parking
in residential areas



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1994:

Resolution by the City Council

- Parking as a part of Public Transportation planning
- Parking Plans
- No Compulsory in-lieu fees, earmarked transfers of Municipal parking incomes
- Parking as a Subject in Comprehensive planning
- Decrease in Workplace Parking
- Park & Ride
- More Parking garages in the City Centre



2000:

New Parking By-Law

- Demand for Parking-plans
- Minimum Limits for Outer areas
- Maximum Limits for City Centre
- Prioritize short-term Parking
- Decrease Workplace Parking
- Parking for Bicycles:
Suggestions for Minimum-Limits



2003:
Masterplan for Land-use
and Urban Development



Main Goals

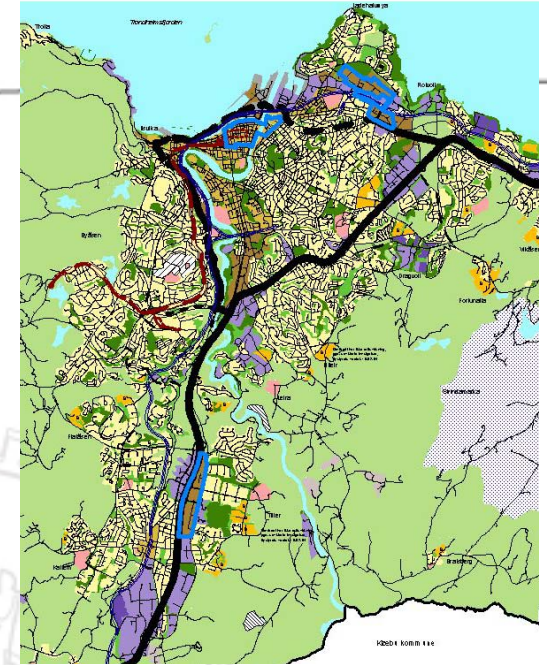
- Predictable Municipal Policies
- Urban infill, densification
- Co-ordinated Land-use and Transport (ABC)
- Preservation of Green structures



The Masterplan:

Aspects of Transport

- Reduce the total need for Transportation
- Increase the share of sound means of transportation
- Increase the basis for Public Transportation
- Maximum percentage of area used for Parking
- Reduce Workplace Parking





State of Affairs

- Parking as a traffic reducing instrument since 1990
- Short term parking preceeds
Workplace parking
- Comprehensive Parking plans for Neighbourhoods and Areas
- Differentiated Policy for Inner city and Outer districts
- Co-ordinated planning of Land-use and Transportation



Legal Basis

- Plan and Building Act §69:
 - 2000 for Min limits and in-lieu fees
 - 2000→ for Max limits and demand for Parking Plans
- PBA §20
 - Maxium percentage of area used for Parking
- PBA §85 and §93:
 - Change of Land use



Experiences



About Ilsvika

- Maximum limits
- Parking is problematic for residents. Not enough spaces
- Are parking areas being used for other purposes?
- Supervise and evaluate

About Bergheim & Startbo

- Target group = Students ?
- Few parking spaces, 110 vs 165
- Illegal Parking
- New initiatives resulting in an increase in parking spaces and regulations



Relocation - Statens hus

- More central location – evaluated by SINTEF
- Better Public transportation – less Parking
- Considerable change in transportation habits:
 - Increased use of Public transportation
 - Decreased use of Private cars, 63→20%
- Keys to even bigger reduction:
 - Solve the need for work related transportation
 - Better public transportation
- Changes for visitors/customers too



Consolidation of Municipal administration

- Totally 850 municipal employees in the city centre
- Questionnaire as basis for new arrangements
- Useful vs not-useful transport&parking
- Lack of free parking for private cars
- Common Municipal cars for work related transportation
- Information about public transportation
- Lockable, indoor bicycle parking
- Big new locker rooms



”List of Wants”

- Political courage in ”Doing” as well as Planning
- Increase in provisions available to Local Authorities
- Public control in private places
- Public transportation as an alternative, can hardly be profitable on its own
- (private) Pioneers and incentives