



Parking Policy and Parking Management in Iasi

Country:	Romania
City:	Iasi
Number of inhabitants:	363,142 (year 2016)
Area:	93,9 km ²
Population density:	2,805 inhabitants/m ²

Legal circumstances/constraints and how the City resolved these

a.) In your country, does a city have the power to decide on the rates of paid parking by itself (without national or regional interference)?

The city of Iasi can decide on its own parking rates, without regional or national interference.

b.) Does a city have the opportunity to earmark revenues from paid parking to finance sustainable mobility solutions?

The City of Iasi has the power to decide on how to use the income from parking revenues. However, that doesn't happen in the present for various reasons.

c.) Please elaborate on the legal situation regarding enforcement (please consider the following questions: Is there effective enforcement? Who can carry out enforcement? What exactly is enforced – only paid parking or all types of parking violation such as parking on crossings, sidewalks and so on)

The City of Iasi has a legally binding enforcement policy.

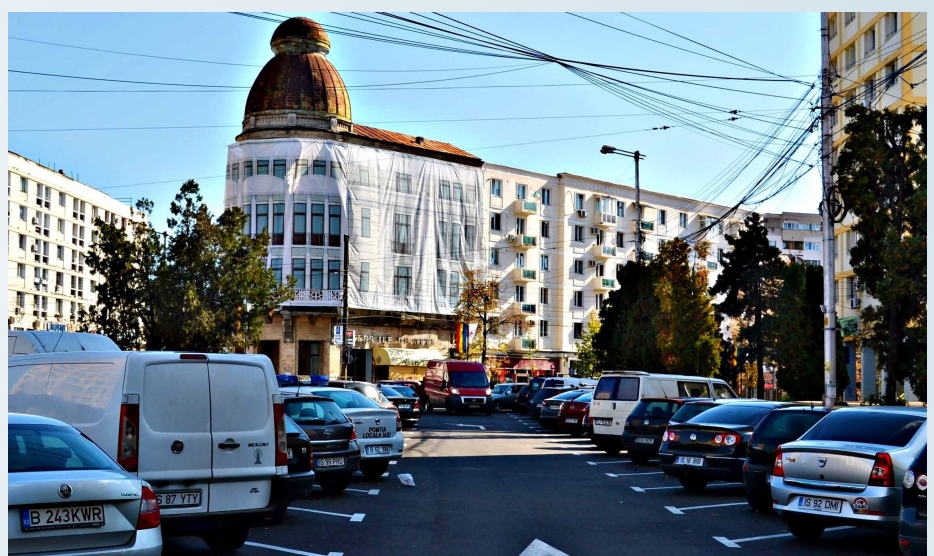
Enforcement is performed by the city through its employees (the ones that are paid to guard and cash-in for parking) when it concerns:

- Public parking spaces with a paid parking regime;

Enforcement is performed by Local Police (which is in the jurisdiction of City Hall) when it concerns:

- Free-parking on the streets with a limited duration of time;

- Violation of regulations concerning stationary parking and parking in general (eg. Parking at crossroads or on sidewalks);
- Public parking spaces reserved for owners through public auction at a City Hall department (in residential areas or for private business employees);



d.) If you are facing legal constraints, have you been able to resolve these and if so, how did you achieve this? For example, in Ghent, there is a maximum fine set by national government, but Ghent gets around this maximum by not issuing a fine to someone who has parked illegally, but instead by assuming that the driver has chosen to pay a parking charge that is much higher than the fine, and paid in arrears.

The City of Iasi has recently modernized a large number of parking spaces in Iasi with support of European funding. The contract between the EC and the City says that European money can only be provided in case that the City of Iasi won't gain income from parking for at least a 5-year period. This

means that the planned core funding mechanism couldn't be implemented in Iasi as planned at the start of the project.

All we did for now is to discuss the possibility of a future core-funding mechanism for mobility measures for Iasi with the City Hall representatives and also see what the public opinion is about this concept (only 28% of the interviewed positive about the implementation of the concept). Even if the public opinion didn't support the idea the City Hall is open for the implementation of the concept in the future (after the legal restriction of 5 years will pass).

An important step towards this goal was including the concept of full-controlled parking in the center of the city within the SUMP of Iasi that was

finalised and approved in September 2016.

Another reason why the core-funding mechanism couldn't be implemented right now is because parking revenues are just not enough to do that. Paid parkings (only off-street) are just a small fraction from all the parkings in the city, and even those who are paid are controlled manually by a city employee for a certain period of time (from Monday to Friday between 7:00 and 20:00).

Also we don't have a department to manage parking in the city, but after several discussions with the City Hall they decided that in the near future a special department will be created to manage parkings and parking revenues.



Enforcement

Currently is there effective enforcement of parking regulations in place and if so, where and for which types of parking (e.g. paid parking only, or parking for residents)? How and by whom is the enforcement carried out?

Enforcement is executed by local police that reports directly to City Hall for all types of parking except the off-street paid parking that has a City Hall employee to control payment, but even in this situation if the employee can't handle a problem that occurs with one of the car drivers they can call the local police.

The police can issue fines to drivers that park their cars illegally, on a reserved spot for a different car, on pavements, green spaces, close to intersection or crossings, in an area that has a different time schedule for parking etc. The fines are regulated by national law and the drivers that receive one can pay them on the spot to the police officer, in 48 h or after 48 h at the local tax department at City Hall (on the proviso that after 48 h the fine doubles).

However if a resident wants to pay any other tax (annual tax for apartment, for car, tax for releasing a document from City Hall) or wants to sell his car,

house or any other property he can't do that before paying all of his fines (parking related or not). This is a local rule that City Hall put in place to make sure residents pay their fines, and we can observe that it has had the desired effect.



How many paid for parking – where and how much?

How many parking spaces on and off-street are controlled by the City and how many have regulations requiring people pay to use them or to have a resident's or other permit? How much do people need to pay per hour or per year (for a permit)? Do charges vary according to the type of vehicle and/or how many permits does each household have? Explain whether any types of household or user are not allowed to obtain a permit or to buy hourly parking.

The total number of parking spaces in the city centre of Iasi is **4.989**. Of these, **3.355 parking spaces** are **on-street** and **1.634** are **off-street**.

All on-street parking (on the side of the roads) is free of charge.

Regarding the off-street parking out of the 1.634 parking spaces only 596 parking spaces are charged manually by the hour, the remaining **1.038 are free of charge**.

Out of the 1.634 parking spaces off-street, 1.173 are in the inner-center of the city.

All the parking is controlled by the City.

Residential parking is a concept that we are still struggling with. Only a few residents have their own parking space earned by public auction (they have to be owners of an apartment in the proximity of the parking spaces auctioned to participate in the bidding-the local authorities publish the exact conditions of proximity which are

required to the auction). These spaces are very few compared to the demand. That is why the taxes residents pay for this privilege vary from 0.6 E/month to 22 E/month or even more, depending on demand and location.

There are no parking permits for residential parking in Iasi.

The off-street paid parking in Iasi has a local regulated fee between 0.33 E/hour (1.5 lei/hour) and 0.44 E/hour (2 lei/hour) depending on location. In the case of bigger cars like trucks and buses the fee can reach 0.6 E/hour (3 lei/hour).

What are the objectives of your mobility policy and how are they supported by parking regulations?

The city's Sustainable Urban Mobility Plan (SUMP) foresees a smooth, resource-gentle handling of transport measures which includes parking management as such – even when the Push&Pull core funding mechanism hasn't been mentioned as such.

The objectives of proposed parking policy from the SUMP of Iasi are:

- Limiting and charging for parking on the streets of Iasi with a complete removal of parking places in certain sub-areas of the city (inner center);
- Organizing the necessary parking spaces in multi-storey car parks, underground and on street level;



- Time restricted parking in the center of the city;
- Charging differently by time zone;
- Parking regulations that take into account the interests of residents and not those who be shifted to the city center to park in the residential surroundings.

The SUMP also provides a number of important investments in public transport and consistent European funds are provided in this respect. The local authority's objective is to make public transportation a real alternative for car users and owners that usually don't consider using other means of transportation. The real alternative will be public transport by tram and bus.

The geographical location - 7 hills - doesn't allow people to travel daily to work by bike. Therefore, a well-connected network will not be easy to use.

We have to take into consideration the fact that mobility measures are currently financed from our local budget even if we don't have the concept of a core-funding mechanism implemented. The budget is

not a fixed sum, it is estimated yearly according to demands and needs of citizens.

The SUMP is the good start for future local regulations that will be drafted in the near future.

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