Parking Transformation – Pathways Towards Sustainable and Integrated Urban Mobility

First report produced by the UITP Parking Transformation Working Group

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Montreal

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Why Parking Transformation?



- Cars have been in our cities for more than 100 years, and **with cars came parking…**
- **Abundant and affordable parking at the destination is the main factor influencing motorists' modal choices!**
- Parking management is a **key component of a sustainable urban transport policy** and is **evolving toward a broader curbside management approach.**

What Are We Addressing in the Study?



01 How can public parking infrastructure be transformed to support multimodal integration and advance sustainable urban mobility objectives?

02 What technologies are currently being deployed to improve the multimodal integration and users' experience?

03 What governance strategies enable successful parking transformation?

04 How can parking revenues be leveraged to fund sustainable mobility and public transport improvements?

05 How can cities implement integrated parking transformation systems aligned with sustainable urban mobility objectives?

Barriers To Parking Transformation

01

Fragmented institutional governance of parking

Parking management is often split across multiple authorities and private operators, resulting in fragmented governance.

02

Misalignment between parking revenue governance & mobility policy objectives

Parking generates substantial revenues for cities, making it a financially significant urban asset. Priortrisation of revenue generation over wider mobility outcomes

03

Space allocation challenges

Increased demand for curbside space for various mobility functions.

04

Insufficient data and digital infrastructure for parking management

Cities often lack reliable data on parking. Compared with public transport systems, parking remains significantly under-measured.

Parking Transformation Strategies for an Integrated Mobility Ecosystem

- Support public transport ridership
- Aim to reduce car traffic in central areas
- Improve transport network efficiency

Park and Ride



Dynamic Pricing



Demand-responsive approach

- Reduce excess car use
- Discourage long-term occupancy
- Encourage the use of alternative transportation

Spaces reserved for vehicles operating within shared mobility services rather than for private car use

Dedicated parking for shared vehicles



Reallocation of on-street curbside parking



- Creates safer, more attractive environments for walking and cycling
- Give public transport systems (e.g., buses and trams) priority over cars

- Encourage the rethinking of parking facilities to a wider mobility experience
- Parking operators can be identified as “allies to the promotion of sustainable mobility”*

Mobility Hubs



** UITP. (2023). Mobility Hubs: Streeting the Shift Towards Integrated Sustainable Mobility. Available at: https://mylibrary.uitp.org/Record.htm?idlist=21&record=19357944124911751269.*

Parking Transformation Enablers



01 **Governance**

Governance defines the strategic purpose of parking within the urban mobility system and determines how policies are designed, coordinated, and enforced.

02 **Technology**

Technology provides the operational tools that enable cities to implement parking policies effectively and manage curb space dynamically.

03 **Financing**

Financing ensures that parking transformation initiatives are economically viable and capable of supporting broader mobility investments.

1_Governance

Parking as a core mobility infrastructure

A systemic governance scheme that explicitly repositions parking as a component of the urban mobility system rather than a financial asset


Montreal

Harmonisation across the different stakeholders

Formalised and strong coordination mechanisms can align parking governance with mobility and public space objectives


Toronto

Institutional leadership and integration

Parking policy can be a central tool in supporting multimodal mobility. Parking system that balances between regulation and execution


Geneva

Enforcement must support policy objectives

Aligning mandates, KPIs, and governance structures to support sustainable mobility


San Francisco

2_Technology



ANPR ENABLED ENFORCEMENT

Real-time vehicle recognition for efficient enforcement and turnover.

DIGITAL PAYMENT PLATFORMS

Seamless, cashless payments across multiple channels.

IOT-BASED SENSOR SYSTEMS

Real-time monitoring of occupancy and asset performance.

DYNAMIC PRICING & DEMAND-RESPONSIVE MANAGEMENT

Optimise utilisation, manage demand and encourage sustainable travel behaviour.

SMART PARKING METERS

Data-driven operations and real-time information for users.

DIGITAL PERMITS & ACCOUNT-BASED ACCESS

Convenient, secure and contactless permit management.

INCLUSIVITY THROUGH DIGITALISATION – POD JOURNEY

Accessible information and seamless experiences for People of Determination (PoD/PRM).

INTEGRATION OF DIGITAL & PHYSICAL INFRASTRUCTURE (e.g., MAAS)

Connecting parking with public transport, shared mobility and active modes through MaaS platforms.

1 **INFORM**

Provide real-time parking availability and multimodal options so users can plan with confidence.

2 **INTEGRATE**

Connect parking systems with MaaS, public transport, shared mobility and active modes for seamless multimodal journeys.

3 **INFLUENCE**

Use pricing, data and insights to encourage sustainable choices and reduce congestion and emissions.

3_Financing

- **Parking pricing is first and foremost a transport demand management strategy.**
- **The level of parking charges plays a decisive role in influencing travel behaviour.**
- **Parking revenues should be understood primarily as a consequence of pricing policies designed to manage travel demand, rather than as the main objective of parking management.**



Reinvest revenue from on-street parking charges in public transport systems such as bus electrification and infrastructure maintenance



Reinvest parking revenue into green spaces, street lighting, pedestrian and cyclist facilities, and EV charging points



Reinvest parking revenues to fund sustainable mobility initiatives and urban improvement projects

Recommendations for Successful Implementation of Parking Transformation

01 Revision of Governance & Public Policy

1. Harmonising governance and institutional alignment
2. Embedding parking in sustainable urban mobility and land-use policies
3. Repositioning parking within the mobility ecosystem
4. Aligning financing and revenue with public value
5. Identifying parking pricing and enforcement as policy instruments



Establishes direction and accountability for parking management

Helps implementing parking policies

02 Adoption of Technologies & Digital Integration

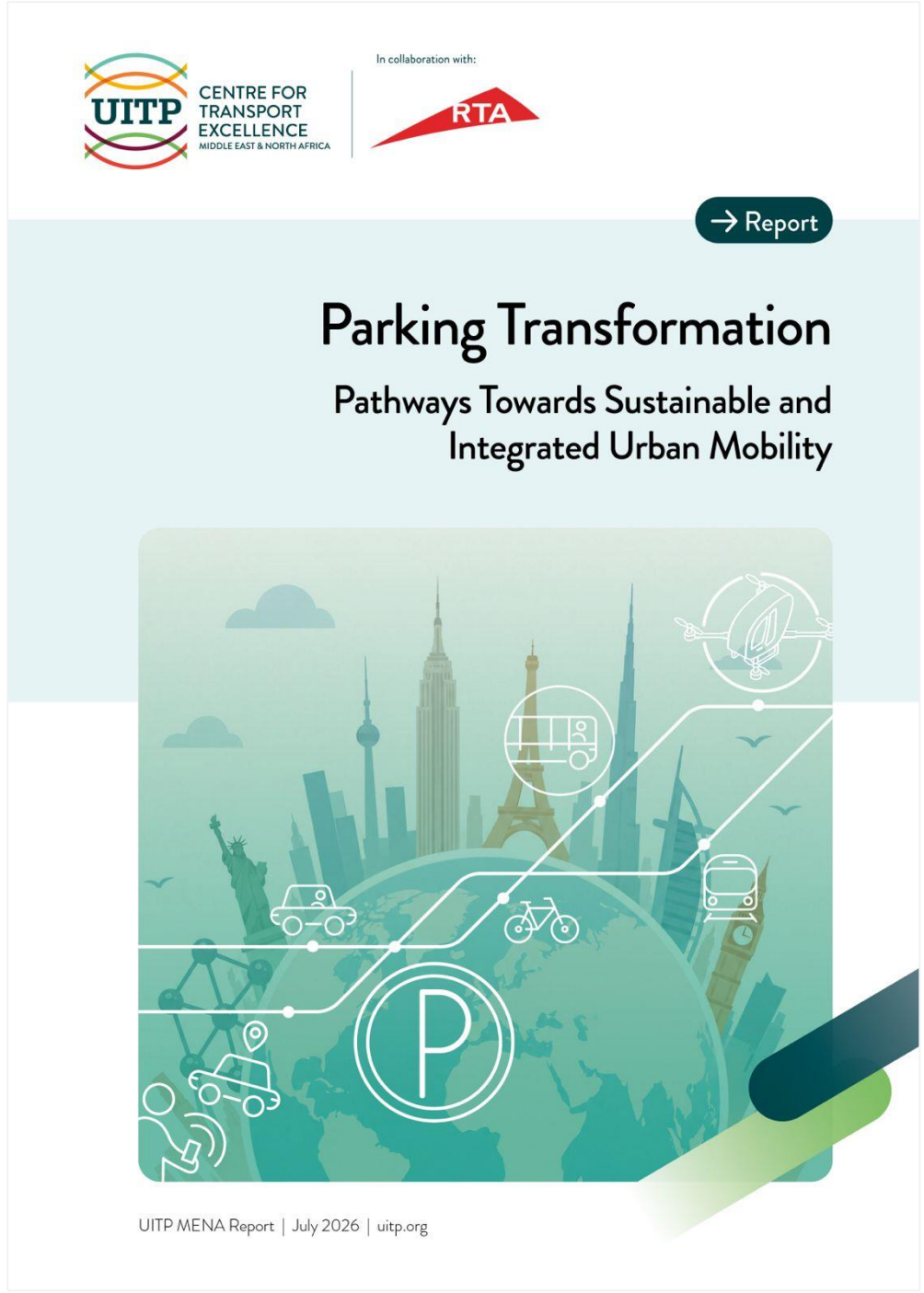
1. Integrating parking into multimodal platforms
2. Implementing digital enforcement and regulatory compliance
3. Facilitating digital payment and dynamic pricing

Supports continuous learning and adaptive management
Feeds back to strengthen policy

03 Knowledge Building & Sharing

1. Understanding travel behaviour and user preferences
2. Monitoring curb utilisation and off-street parking patterns
3. Communicating and educating through factual data

To Access the Report



About UITP

UITP is the only **worldwide network** to bring together all public transport **stakeholders** and all sustainable transport **modes**.



2,000

Member companies

from

100

Countries

16

140+ staff in 16 locations worldwide

MEMBERS

Authorities
Operators
Supply Industry
Academia
Associations

REGIONS

Africa
Asia-Pacific
Australia & New Zealand
Eurasia
Europe
Latin America
Middle-East & North Africa
North America

MODES

Bus
Cable car
Light Rail
Metro
Paratransit
Regional &
Suburban Rail
Shared Vehicles
On-demand Mobility
Trolleybus
Waterborne

THEMES

Accessibility
Automated Mobility
Business & Human Resources
Combined Mobility
Cybersecurity
Design & Culture
Diversity & Inclusion
Exhibitions
Information Technology,
Telecommunications & Innovation
Marketing
Parking
Research in Mobility
Safety
Security
Sustainable Development
Ticketing & Payments
Transport & Urban Life
Transport Economics & Finance
Vehicles and Equipment

UITP has different types of membership and working bodies:
Divisions, Committees, Platforms & Working Groups. They are covering different modes and themes, involving various types of Members' profiles.
Some modal committees are exclusive to operators of those modes.

Publications & Statistics



- Explore data, recommendations, and reports on **the latest innovations and mobility trends** – developed by and for PT and mobility professionals
- Produced in **collaboration with UITP members**
- Discover everything you need to know about public transport, urban mobility, and more, in one place: **My Library**, home of UITP knowledge

UITP ADVANCING PUBLIC TRANSPORT

About UITP Global Parking Transformation Working Group

Global Parking Transformation Working Group



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Perkins&Will

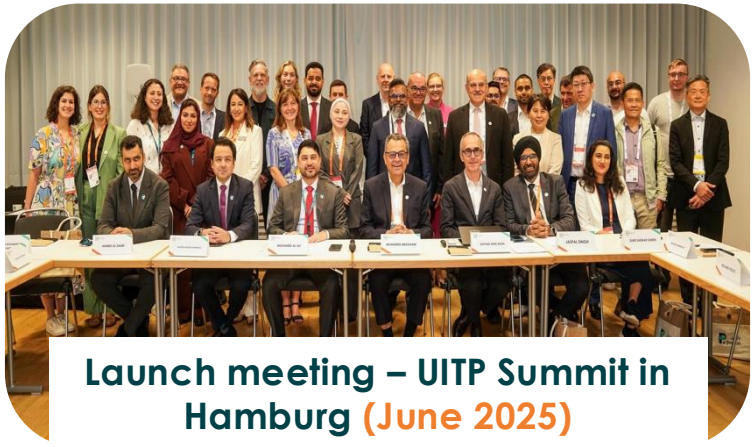
ACCESS.

SHARED-USE MOBILITY CENTER

SURBON consulting

Highlights from WG Activities and Meetings (2025 – 2026)

In-person meetings



Launch meeting – UITP Summit in Hamburg (June 2025)



Second in-person meeting in Los Angeles (October 2025)

Online meetings



10 meetings

With focus on

1. Challenges of parking transformation
2. Mobility hubs and multimodality
3. Governance and enforcement
4. Digital payment and data standardisation
5. Understanding curbside management

Case studies & knowledge

+20 Presentations

From

باركن parkin
Agence de mobilité durable
SFMTA
FONDATION DES PARKINGS
îledeFrance mobilités
ARTM Autorité régionale de transport métropolitain
AMB
västtrafik
EMT MADRID
MUNICIPAL PARKING
HITACHI
EPA EUROPEAN PARKING ASSOCIATION Positively promoting parking solutions for sustainable mobility
ACCESS.
NACTO
OMF OPEN MOBILITY FOUNDATION
Compagnie Générale des Parkings GROUPE CDG

Work Programme

1. Impact of parking on sustainable urban mobility (indicators & performance)

2. Parking interventions and travel behavior

3. Curbside management and urban space



4. Automated mobility and the future of parking

5. Governance, regulation and integrated parking policy

6. Digital transformation and data integration



Merci !