

Implementation of Park&Ride Systems

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Abstract—Every major city, not only in Europe but all around the world, is dealing with the issue of increasing car traffic and all of its, mostly negative, consequences. Because of that the implementation of Park&Ride systems in cities is very welcome, especially since it is a transport system that combines public and private forms of transport. Park&Ride systems represent a multi-layered scheme of public transport planning in a city. The basic idea is that a user (or ideally more users) uses his private transport to reach the outskirts of the city, where he parks his car and transfers to public transport to reach the city center. This way a modal split towards public passenger transport use is promoted. With that, a reduction in noise, pollution and traffic congestion in city centers can be achieved. It is important that awareness is present about the possible positive and negative influences of Park&Ride for a city and its outskirts, which we will also describe in the paper. Based on theoretical research we will describe basic propositions for the implementation of this system in cities through describing the needed infrastructural changes, changes or adaptations of the public transport system and the incentives and promotions needed to ensure the users will want to change their mode of transport. Also some case studies of cities such as Amsterdam, Berlin and Ljubljana, where Park&Ride is implemented, will be presented. These can be set as examples of good practice, and knowledge gained from practical research should be used when considering implementation of Park&Ride in other cities. Additionally, we will describe an example of the city of Maribor, which is at the beginning of the implementation process of Park&Ride. We will outline their major issues with implementation, the process itself and the expected gains for the city, when the system is implemented.

Index Terms—Modal split, City Planning, Park&Ride, Public Transport.

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