



# Pivotal Choices in Parking Policy: International and Asian Approaches

## 停车政策中的关键抉择：国际和亚洲的方法

Paul Barter

Lee Kuan Yew School of Public Policy, National University of Singapore

新加坡国立大学李光耀公共政策学院

[www.reinventingparking.org](http://www.reinventingparking.org)



# Summary 概述

Beijing 北京

## A. Key choices in parking policy

停车政策中的关键抉择

## B. The key choices in action in the West

西方停车实践的关键抉择

## C. The key choices in action in Asia

亚洲停车实践的关键抉择

## D. Some guiding principles towards more adaptive parking

提高停车政策适用性的指导性原则



# A. Key choices in parking policy

## 停车政策中的关键抉择

# Prerequisite for effective parking policy: 'good enough' control against nuisance parking

有效停车政策的前提：对乱停车进行“足够”的控制



Guangzhou 广州



Jakarta 雅加达

# So first get control against disruptive parking 首先，控制破坏性的停车行为

There is little incentive for private actors to build or use off-street parking if illegal parking is easy

如果可以轻易非法停车，私人参与者根本没有动力来建设或使用路外停车设施



Dhaka 达哈卡



Much parking policy aims to expand off-street parking  
out of fear of on-street chaos

很多停车政策旨在通过扩大路外停车设施供给来改善路内停车秩序

But off-street supply CANNOT replace the need to get control of on-street parking  
但**绝不能**为此忽略对路内停车秩序的控制



Manila 马尼拉



Jakarta 雅加达

## Enforcing on-street parking rules:

### 完善路内停车条例:

- Clear rules and signs 明确的标识标线
- Better as an administrative matter, not a law court matter 最好是行政事务，而不是法律事务
- Best NOT by the police 最好不要由警察承担
- Better at local level 最好在地方层面开展
- Keep revenue very local 把收益留给当地
- Better outsourced to private contractors 最好外包给私人承包商

### Good models include 典型案例:

UK, Netherlands, Spain, Singapore (since 2010), Japan (since 2006), Makati in Metro Manila  
英国、荷兰、西班牙、新加坡（2010年起）、日本（2006年起）和马尼拉的马卡迪



Photo by Flickr user [gregwake](#)

# Whose responsibility is parking supply?

## 谁来负责停车供给？

- Government? (government-subsidized public parking facilities)  
政府？（政府补贴的公共停车设施）
- Developers? (parking requirements)  
开发商？（停车配建标准）
- Motorists? (proof-of-parking regulation in Japan)  
小汽车保有和使用用户？（日本停车泊位证制度）
- Is it the wrong question?

Maybe no-one should be responsible for ‘supply’ but rather for establishing context in which the ‘right’ supply can emerge via market processes?

这是一个错误的问题吗？

也许没有人应对“供给”负责，而是应创造一种环境，让“正确”的供给通过市场机制自行调节？



# Is parking really 'infrastructure'?

## 停车真的是“基础设施”吗？

- Like the streets? 好比城市街道？
- Like toilets/restrooms in buildings?

好比建筑里的厕所/洗手间？

- Or is 'infrastructure' a poor analogy?

或者“基础设施”是一个糟糕比喻？

- Maybe 'real estate based service' would be better?

This way it would be clear that parking is mainly the motorists' own responsibility to rent on a commercial basis.

也许“基于房地产的服务”会更适合？

这将明确一点，即停车主要是小汽车使用者自身的责任，小汽车使用者应自己出钱租用停车的地方

# What kind of economic good is parking? 停车属于哪一种商品？

- NOT a ‘public good’! **不是** “公共物品” !
  - Parking is easily excludable and obviously subtractable (=rival)  
停车设施很容易实现排他性，而且明显存在竞争 (=对手)
- Unfortunately, parking is often ‘managed’ as an open-access commons  
不幸的是，停车设施经常被作为开放式的共享资源来 “管理”
  - The usual range of approaches to managing commons can work (but may be politically tricky)  
管理共享资源的常用方法可能有效（但可能存在政治花招）
- Parking as real-estate 停车设施作为房地产：
  - But often bundled with other things 通常和其他商品捆绑
  - Becomes commercial and market-oriented when unbundled from other goods 当不捆绑时，则更商业化，并以市场为导向

Should off-street parking serve the whole district or just its own site?  
路外停车设施应该服务整个地区还是仅仅服务具体地点?

Each premises must have 'enough' dedicated parking for its own parking demand

每一个场所必须具有“足够”的专用停车设施，满足其自身的停车需求

VS

Parking should serve its local district not just its own specific site

停车设施服务应该服务其当地的整个地区，而不仅仅服务所在具体地点

Paul Barter: Pivotal Choices in Parking Policy

Kuala Lumpur  
吉隆坡



Taipei  
台北

Most 'conventional' parking policy tries to keep parking within each building site  
大多数“传统”停车政策试图为每一个建筑物配置专门的停车设施

'Spillover' parking (when some of the vehicles heading to a site must park outside the site) is assumed to be a bad thing

停车需求“外溢”（当前往某地的车辆必须停在该地以外时）被假定为非常糟糕的事情



Some of the fear of spillover arises from failure to get enough control of the on-street parking (as in Dhaka)

一些对停车需求“外溢”的恐惧来自于无法对路内停车进行足够的控制（如在达卡）



Private (clients-only) parking. 私人停车位（仅限客户）  
Spillover would be seen as a problem here.  
停车需求“外溢”在此处被视为一个问题。

‘Park-once districts’: an approach that defuses spillover as a problem

“Park-once” 区域：可缓解停车“外溢”问题的方法

Parking location and destinations need not be same place

停车的位置和出行目的地不必是同一地点

Much parking is open to the public (even parking within buildings)

大多数停车设施对外开放（甚至是在建筑物内的停车设施）

Mixing of land uses is useful for parking efficiency

土地混合利用有助于提高停车设施使用效率



Taipei  
台北

# Contrasting approaches to spillover 对待停车需求外溢现象的不同态度

## *Conventional thinking* 传统思维

Spillover causes chaos and must be prevented

外溢的停车需求会造成混乱，必须阻止

VS

## *Park-once districts approach*

*Park-once* 区域的方式

Vehicles don't have to park inside their destination if the area has various parking options open to the public at market-prices

如果有多样化、向公众开放的停车服务，且市场定价，小汽车使用者完全可以不把车停放在目的地



# Implications of different views of spillover for choices on parking supply

## 对停车需求外溢现象的不同观点在供给策略中的具体表现

### *Spillover seen as a problem*

### *停车需求外溢被认为是一个问题*

Every building needs *more* than ‘enough’ parking (even if price is zero)  
每一个建筑物都需要比“足够”还多的停车设施（即使不收费）

OR

Every building needs ‘enough’ but not too much  
每一个建筑物都需要“足够”的停车设施，但不需要太多

OR

Encourage (large) buildings to have ‘enough’ but be pragmatic and flexible about it  
鼓励（大型）建筑物配建“足够”的停车设施，但配建车位应实用且灵活

OR

Think of parking as serving whole area. 停车设施服务整个地区

Stop assuming each site needs its own parking 不再认为每个地点都需要单独的停车设施

### *Spillover NOT seen as a problem*

### *停车需求外溢被认为不是一个问题*

# How much parking supply? 停车设施供给量多少合适?

If you want cheap parking in a dense city then supply must be high and will need subsidy or cross-subsidy

如果想要在繁忙城市中提供便宜的停车，那么供给量必须非常高，还将需要补贴或交叉补贴

OR

Aim for the amount that best serves our policy goals. A good idea but difficult to achieve

配额建设是实现政策目标的最佳途径，但主意不错，却难以实现

OR

Allow supply to adapt to context via market processes (with market prices)

允许供给通过市场机制自行调节，来适应环境（按照市场价）



Local governments often try to boost supply of parking. But how much is enough? And at what price? 当地政府经常设法增加停车设施的供给。但多少供给才够呢？什么价位呢？

In the past, the Tokyo Government built public underground parking. Today, Tokyo allows such parking to have prices close to market prices. 过去，东京政府建造公共地下停车设施。而现在，东京允许这些停车设施参照市场价格标准收费



# What is the right price for parking? 什么是正确的停车价格?

Free? (which really means bundling the cost with other things)

免费? (真正的含义是将停车费用和其他商品捆绑在一起)

OR

A politically acceptable price?

从政治角度可以接受的价格?

OR

To cover costs? 成本价?

OR

To deliberately influence travel behaviour?

能够有针对性的影响交通行为?

OR

To eliminate queuing/cruising for parking?(see Prof. Shoup's presentation)

能够消除停车排队/转圈寻找车位? (参见Shoup教授的演讲)

OR

To reflect opportunity costs of land/space used?

能够反映土地/空间的机会成本?

*These involve some kind of market price  
这些都涉及到市场定价*



# Parking policy approach categories

## 停车政策措施分类

Approaches to parking policy 停车政策措施		Central goals 中心目标
<b>Conventional</b> 传统方法	<b>Suburban</b> 郊区化	Avoid parking spillover and scarcity 避免“停车”需求外溢和供给不足
	<b>Demand-realistic</b> 实际需求	Avoid both scarcity and wasteful surplus 既避免不足，又避免浪费过剩
	<b>Relaxed-pragmatic</b> 宽松实用	Require (large) buildings to merely contribute to parking supply 要求（大型）建筑物仅负责停车设施供给
<b>Parking management</b> 停车管理	<b>Multi-objective</b> 多目标	Make parking policy serve various urban & transport policy goals 让停车政策服务于各种各样的城市和交通政策目标
	<b>Constraint-focused</b> 限制集中	Use parking policy mainly to constrain car travel to certain locations 主要使用停车政策来调节小汽车出行目的地的选择
<b>Market-based</b> 基于市场 (for example, Donald Shoup's approach) (例如 Donald Shoup 教授的方法)		Ensure demand, supply and prices are responsive to each other 确保停车需求、供给和价格相辅相成

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Market-based (for example, Donald Shonkoff's approach) 基于市场 (例如 Donald Shonkoff 教授的方法)		Ensure demand, supply and prices are responsive to each other 确保停车需求、供给和价格相辅相成

These options are most compatible with "park once" 区域最兼容  
这些选择与“park once”

## B. The key choices in action in the West 西方城市停车实践中的关键抉择

# North American or Australasian suburbs 北美或澳大利亚郊区

- The ‘**autocentric conventional**’ or ‘**conventional suburban**’ approach dominates auto-oriented suburban areas

以“传统的小汽车为中心的”或“传统的郊区化的”措施在以小汽车为导向的郊区占主导地位

- Very high minimum parking requirements are the primary parking policy

最低停车配建标准非常高，是这些地区主要停车政策



Auckland, New Zealand  
奥克兰 新西兰

# Conventional suburban-style parking policy tends to promote automobile dependence

传统郊区型停车政策倾向于增强对小汽车的依赖

Los Angeles 洛杉矶



Many Americans lament the damage done by conventional parking policy

许多美国人对传统停车政策所造成的破坏表示痛惜

Very difficult to undo the damage 这种破坏很难得到修复

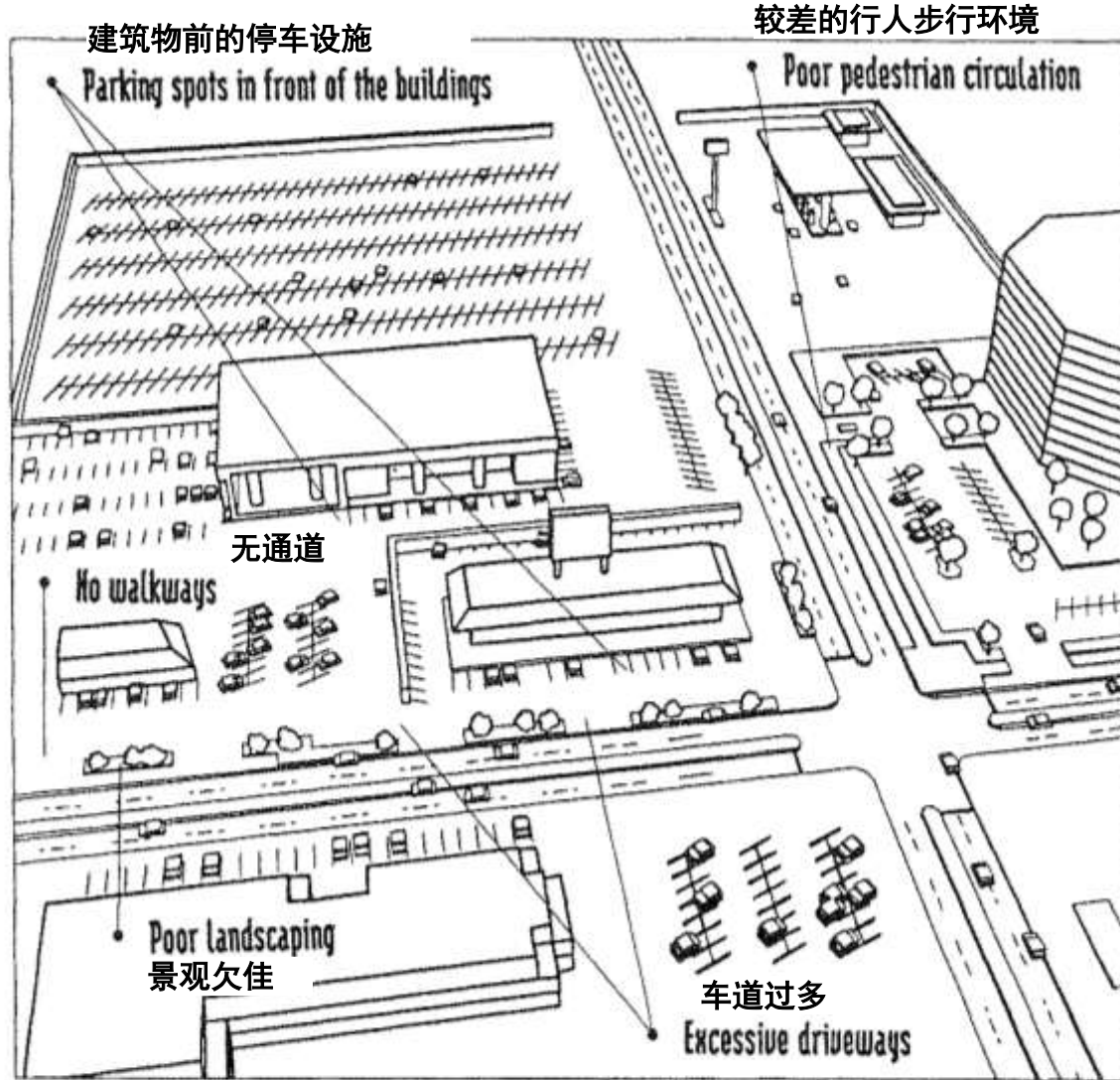


Figure 4.11 Auto-Oriented Commercial District Unfriendly to Pedestrians and Transit Users.

以小汽车为中心的商业区对行人和公交乘客都不方便

# Older or denser parts of Western cities

## 西方城市的老城区或高密度地区

Relatively dense

密度较高

Mixed land uses

土地混合利用

Limited road space

有限的道路空间

Diverse alternatives to cars

多样化的汽车替代方式

Park-once districts

“Park-once” 区域



Randwick: An inner area in Sydney

悉尼内城地区

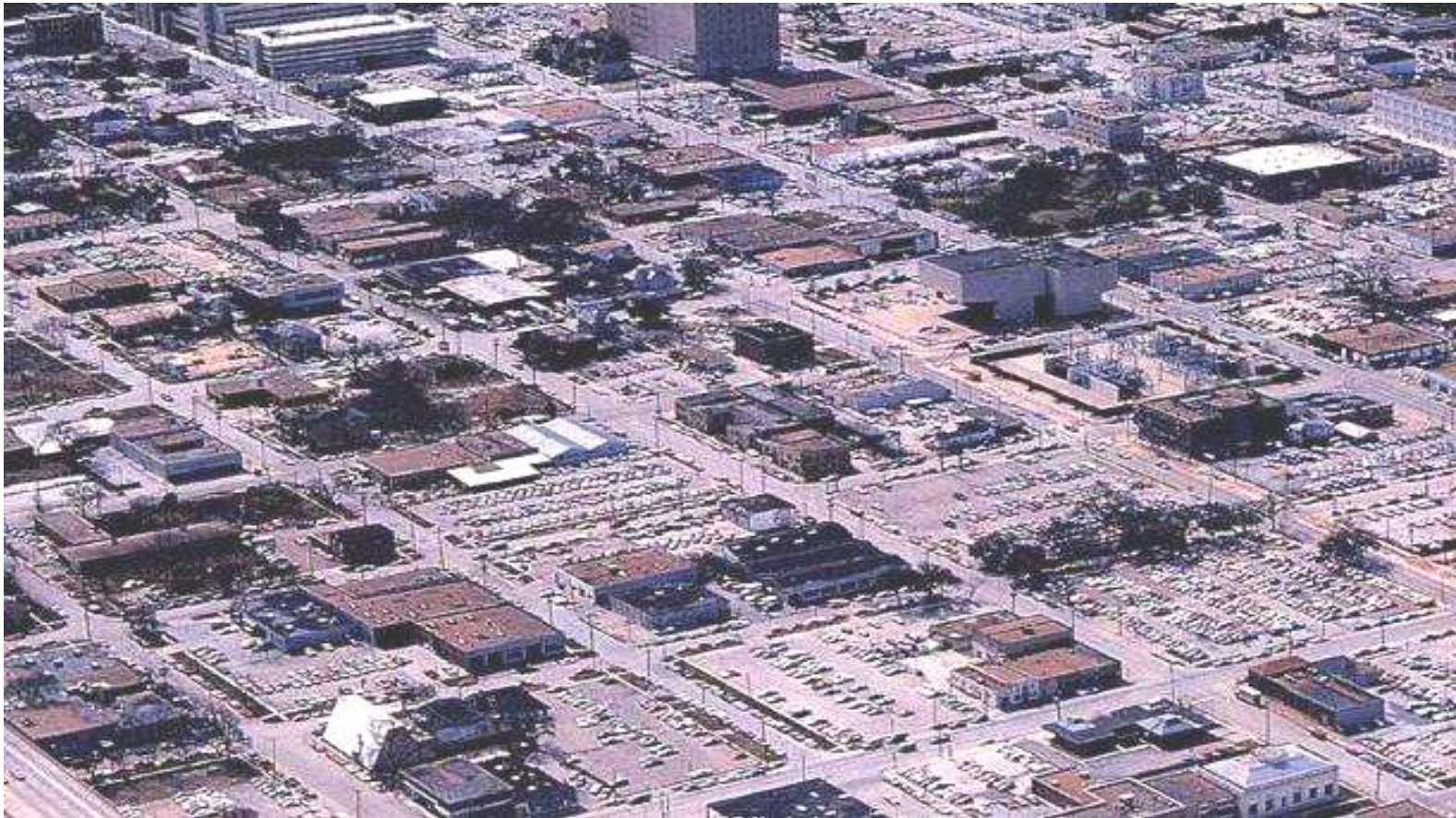


# Older or denser parts of Western cities

西方城市的老城区或高密度地区

Conventional suburban-style parking policy can blight older, dense areas if it is not pragmatic or flexible enough

如果不够务实和灵活，传统的郊区停车政策将对老城区或高密度地区产生破坏



**Near Houston's city centre** 休斯顿市中心附近 (Photo source?)

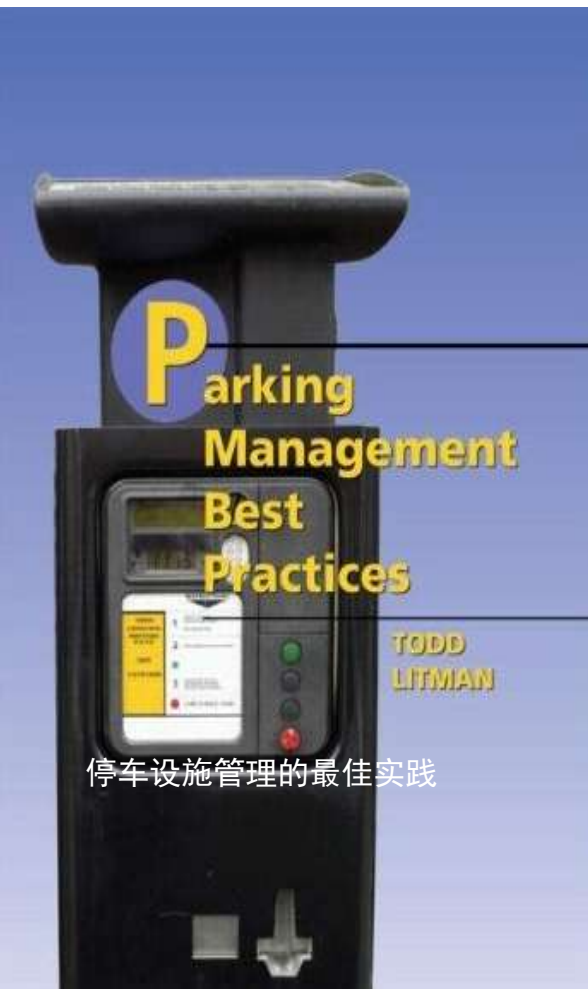
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Parking management suites older, denser parts of Western cities  
停车管理适用于西方城市的老城区、高密度地区

Much recent progress on parking management for such areas  
近年来老城区、高密度地区的停车管理取得了很大的进展



Parking Management:  
A Contribution Towards Liveable Cities

Module 2c

Sustainable Transport: A Sourcebook for Policy-makers in Developing Cities

停车设施管理：对宜居城市的一项贡献

gtz

Institution for Economic Cooperation and Development

# The 'parking management' approach works!

“停车管理”措施有效！

Tried and tested in many cities 在很多城市得到了尝试和印证

Active management of parking prices, eligibility, time-limits, design, sharing, parking taxes, and supply (including restricting supply)

积极管理停车价格、资质、时限、设计、共用性、停车税费和供给（包括限制供给）

Defuses spillover as a problem 缓解停车外溢

Balances interests of various stakeholders and various goals (such as traffic, environmental and streetscape management)

平衡各个利益方之间的利益和目标（例如交通、环境和城市景观管理）

**BUT但是...**

- Complex 复杂
- Potential for conflict 可能会出现冲突
- Requires political will 存在政治诉求

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Priority parking for residents in Adelaide  
阿德莱德居民优先停车



Priority parking for car-sharing cars in Sydney  
悉尼租赁汽车优先停车

Places with restricted parking supply (such as parking maximums or caps) often have commercial parking

限制停车供给（如设定了最高配建指标或上限）的地方通常有商业停车设施

So market processes also play a role in such places

因此在这些地方，市场机制也起到了一定作用

MONDAY - SATURDAY	
0 - 1 Hour	\$ 6.00
1 - 2 Hours	\$12.00
2 - 3 Hours	\$18.00
3 - 4 Hours	\$24.00
4 - 5 Hours	\$30.00
Daily Maximum Rate	\$30.00
Per Entry Per Day	
Daily Overnight Surcharge	
<small>vehicles will be charged at a maximum daily rate \$30.00 plus \$10.00 for daily overnight surcharge. Vehicle must exit by 10:30am, thereafter refer to schedule daily fee.</small>	
Saturday 8.00am to 6.00pm	Hourly Rate
Sunday 8.00am to Midnight	\$14.00 flat rate
Public Holidays	\$14.00 flat rate
Evening Rate	\$20.00
<small>Entry after 6:00pm, exit before midnight</small>	
Earlybird Rate	\$20.00
<small>Entry before 10:00am, exit between 3:00pm - 6:30pm</small>	
Lost Ticket	\$30.00



# Market-oriented thinking on parking policy

## 市场导向思维下的停车政策

Proposals to expand market processes in parking, with various recent trials (such as San Francisco's)

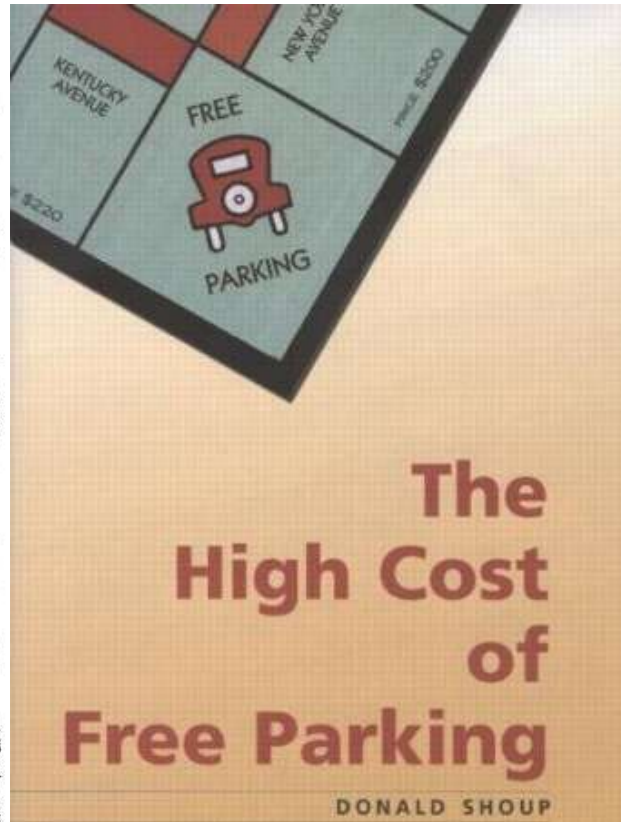
近期，通过各种尝试，建议扩大停车市场机制（例如旧金山）

### *Paying for Parking*

G. J. ROTH

HOBART PAPER 33

SIX SHILLINGS



*Transport Reviews*, Vol. 30, No. 5, 571-588, September 2010



### Off-Street Parking Policy without Parking Requirements: A Need for Market Fostering and Regulation

PAUL A. BARTER

LKY School of Public Policy, National University of Singapore, Singapore

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**ABSTRACT** This paper addresses and extends upon the recent upsurge of interest in market-oriented reform of parking policy, which has been reinvigorated by the work of Donald Shoup. His market-oriented approach to parking policy is shown to be the more ambitious of two distinct challenges to the conventional supply-focused approach. The other is 'parking management'. However, off-street parking markets and their post-reform dynamics have been neglected so far in proposals to deregulate the quantity of off-street parking. The paper highlights additional barriers to the emergence of off-street parking markets and several likely problems within them. Rather than suggesting the rejection of market-oriented parking policy, these findings are taken to imply a need for a more vigorous policy effort than has so far been called for. Achieving well-functioning off-street parking markets would require efforts both to actively foster such markets and to regulate to ensure their health. Deregulation would not be enough.

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## C. The key choices in action in Asian cities 亚洲城市停车实践的关键抉择

# What about Asian cities? 亚洲城市情况如何?

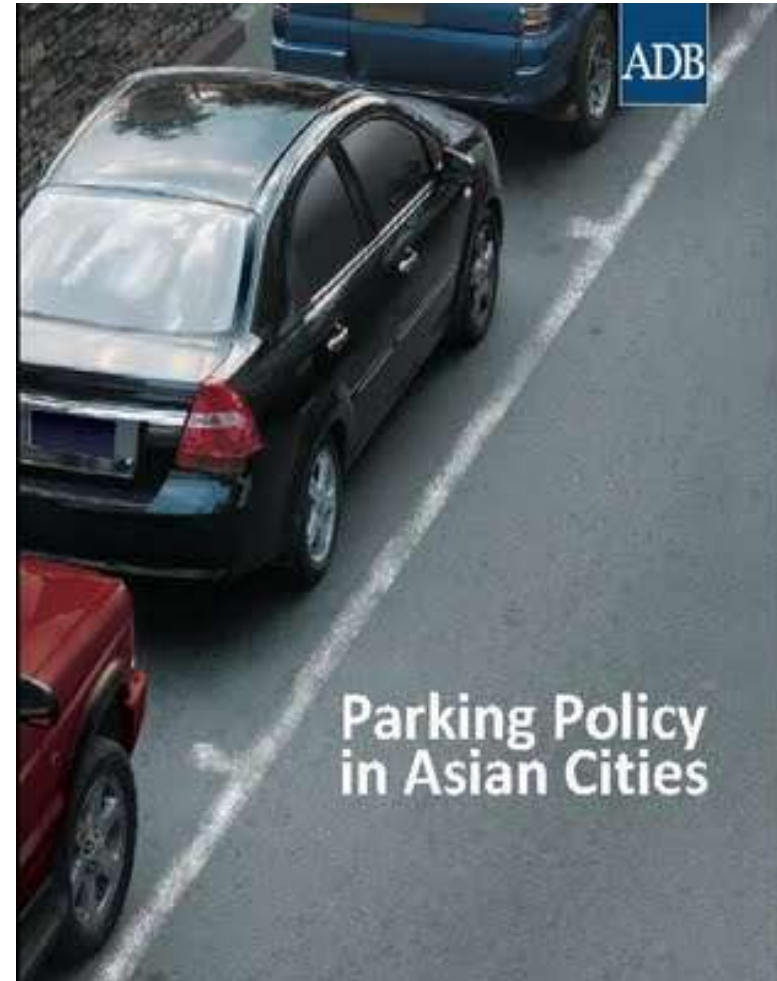
## Asian city characteristics 亚洲城市特征

- High urban densities, mixed-use urban fabric 城市人口密度高，混合利用的城市结构
- Car ownership lower than in the West 小汽车保有水平低于西方城市
- High use of non-car modes 非机动车出行比例高

So expect the parking management approach? 停车管理措施值得期待?

Surpr ise! 震惊!

- They have minimum parking requirements 都设置了最低停车配建标准
- And only a few signs of the parking management approach 实施停车管理措施的迹象不明显



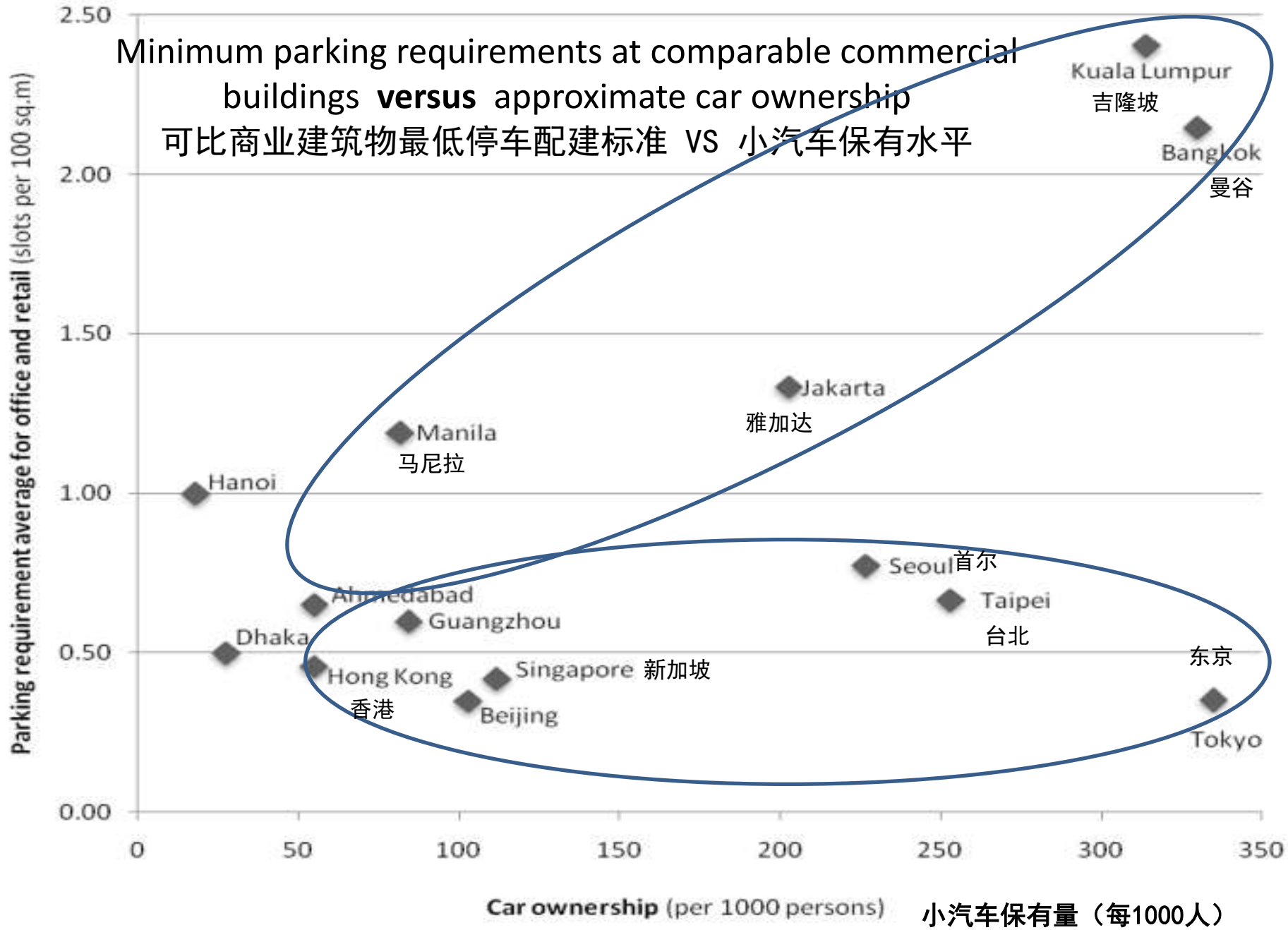
<http://beta.adb.org/publications/parking-policy-asian-cities>



Minimum parking requirements at comparable commercial buildings versus approximate car ownership

可比商业建筑物最低停车配建标准 VS 小汽车保有水平

办公和零售的平均停车配建标准 (每100平方米停车位数量)





## Southeast Asia 东南亚

(Bangkok, Jakarta, Kuala Lumpur, and Manila)

(曼谷、雅加达、吉隆坡和马尼拉)

### ‘Minimum parking requirement enthusiasts’ “最低停车配建标准的狂热支持者”

- Requiring large off-street supply with new buildings has NOT solved their on-street parking problems

要求建筑物配建大型路外停车设施，未能解决路内停车问题



- These cities are increasingly car-dominated

在这些城市，小汽车越来越占主导地位

- Low parking prices are a norm (p  
rice controls in Jakarta)

低停车价格占据主流（雅加达的价格控制）



# Ahmedabad, Dhaka, Hanoi 艾哈迈达巴德、达卡、河内

- Weak on-street parking management = on-street parking chaos  
路内停车管理薄弱= 路内停车混乱
- Policy efforts (so far) focus on BOTH minimum parking requirements AND local government-provided parking  
政策（目前为止）主要针对最低停车配建标准和当地政府提供的公共停车设施



# Off-street parking is often under-utilized even when nearby streets are saturated

路外停车设施经常未能充分利用，甚至在临近街道停车设施饱和的情况下也如此

Dhaka 达卡

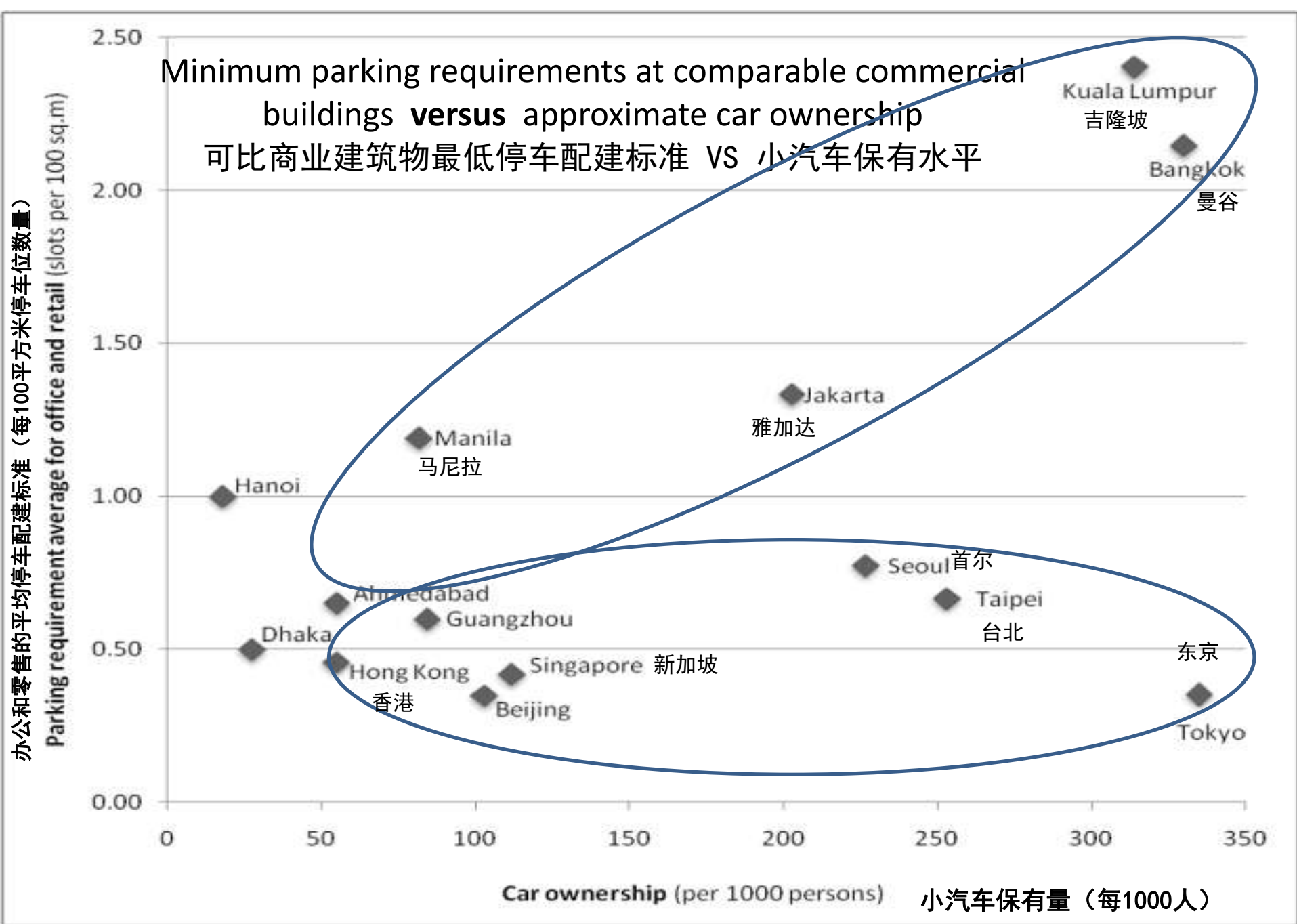


Indonesia  
印度尼西亚



Pragmatic eastern Asian approaches  
seem promising  
实用的东亚措施似乎很有希望





## Exempting small buildings from requiring parking 小型建筑物免停车配建指标

	<b>Floor area threshold below which there are no parking requirements 是否免除停车配建的建筑面积适用范围</b>
Tokyo 东京	Yes (1,500 m <sup>2</sup> or 2,000 m <sup>2</sup> ). Above the threshold, parking requirements phase in gradually according to a formula. At full force only from 6,000 m <sup>2</sup> floor area. 有, 1500 m <sup>2</sup> 或2000 m <sup>2</sup> )。 超过这个标准, 配建停车设施按照公式递增。进对6000 m <sup>2</sup> 以上建筑面积强制执行
Guangzhou 广州	Yes (500 m <sup>2</sup> ) 有 (500m <sup>2</sup> )
Taipei city 台北	Yes (300 m <sup>2</sup> or 500 m <sup>2</sup> ) 有 (300m <sup>2</sup> 或500m <sup>2</sup> )
Bangkok 曼谷	Yes (commercial, office, shopping malls: 300 m <sup>2</sup> ; condominiums: 60 m <sup>2</sup> per unit; hotels: 30 rooms; restaurants: 300 m <sup>2</sup> ; entertainment buildings: 500 seats) 有 (商务、办公和大型购物中心: 300m <sup>2</sup> ; 公寓: 60 m <sup>2</sup> /户; 宾馆: 30 个房间; 餐馆: 300 m <sup>2</sup> , 娱乐建筑物: 500 座位)
Hong Kong 香港	Small, street-side retail serving local residents is generally exempt 服务于当地居民的小型街边零售建筑物通常免除
Ahmedabad 阿默达巴德	Yes (60 m <sup>2</sup> )有 (60m <sup>2</sup> )
Hanoi 河内	Low-rise residential buildings exempt 低层居民建筑物免除
Beijing 北京	Yes? 有?
Seoul 首尔	No? 无?
Jakarta 雅加达	No? 无?
Singapore 新加坡	No 无
Kuala Lumpur 吉隆坡	No 无
Manila 马尼拉	No 无
Dhaka 达卡	No 无

Source: Barter (2011) Parking Policy in Asian Cities (ADB)

来源: Barter (2011) 亚洲大城市停车政策 (ADB)

Paul Barter: Pivotal Choices in Parking Policy

# Parking policy approach categories

## 停车政策措施分类

Approaches to parking policy 停车政策措施		
Conventional 传统方法	Suburban 郊区化	<p><b>'Relaxed-pragmatic conventional' approaches seem to be common in eastern Asia</b></p> <p>在东亚，“传统的、宽松务实的”措施似乎很普遍</p>
	Demand-realistic 实际需求	
	Relaxed-pragmatic 宽松实用	
Parking management 停车管理	Multi-objective 多目标	Require (large) buildings to merely contribute to parking supply 要求（大型）建筑物仅负责停车设施供给
	Constraint-focused 集中限制	Make parking policy serve various urban & transport policy goals 让停车政策服务于各种各样的城市和交通政策目标
Market-based 基于市场 (for example, Donald Shoup's approach) (例如 Donald Shoup 教授的方法)		Use parking policy mainly to constrain car travel to certain locations 主要使用停车政策来调控小汽车出行目的地的选择
		Ensure demand, supply and prices are responsive to each other 确保停车需求、供给和价格相辅相成



# Tokyo (and Japan generally)

东京（整个日本）

- Minimum parking requirements **but** they are very low **and** exempt small buildings

有停车配建标准下限要求，**但**通常下限很低，**而且**小型建筑物免除配建义务

- Narrow streets : little on-street parking (and on-street parking generally banned overnight)

狭窄的街道路内停车现象寥寥无几（通常通宵禁止）

- Proof-of-parking rule 停车泊位证

- Park-once districts “Park-once” 区域

- with much parking open to public 很多停车设施对公众开放

- priced at market rates (both public-sector and private-sector)

市场定价（既针对公共部门，也针对私人部门）



Tokyo 东京

## Japan's parking – inadvertently market-oriented

日本停车 - 非刻意的以市场为导向

- Result of 3 pragmatic policies parking 3项实用政策的结果
  - low parking requirements that exempt small buildings; 停车配建下限标准很低，免除小型建筑物配建义务
  - limited on-street parking; 限制路内停车
- Proof-of-parking rule for residential 针对居民停车的停车泊位证



Tokyo has commercial parking in most areas  
东京大多数地区有商业停车设施

Tokyo 东京



# Tokyo has commercial parking in most areas 东京大多数地区有商业停车设施



Even for residential parking  
甚至包括居民停车



Tokyo 东京

# Hong Kong, Seoul and Singapore 香港、首尔和新加坡

Parking requirements aimed to match realistic demand

停车配建标准致力于满足实际需要

- But pragmatic about spillover (park-once districts)  
但是对外溢的停车需求采用务实态度（“park once” 区域）
- Lower parking requirements near mass transit  
公交设施附近的停车配建标准较低
- HK and Singapore lowered their parking requirements when found to be excessive  
发现停车供给过剩后，香港和新加坡降低了停车配建标准下限

Pricing widespread (including market pricing)

停车收费非常普遍（包括市场定价）

Seoul's business districts have parking maximums

首尔的商业区设有停车配建标准的上限要求



# Taipei 台北

Modest parking requirements

适度的停车配建标准

Earlier keen on government supply (but now abandoning this supply focus)

早期关注政府的停车供给（但是现在已不再关注）

Increasingly effective on-street parking management with pricing

通过定价，路内停车管理越来越有效

Pricing very widespread; many park-once districts

停车收费很普遍；许多“park once”区域

Even government parking now close to market priced

政府停车设施现在已接近市场定价



# Beijing, Guangzhou 北京和广州

Modest parking requirements

适度的停车配建标准

Keen on government-provided parking

关注政府提供的停车设施

New parking management efforts (including improved enforcement, raised prices in central zones, etc)

新的停车管理政策（包括改进执法、中心区提价等）

Priced parking widespread with many park-once districts

停车收费很普遍；许多“park once”区域

But price controls on private-sector parking are worrying (will limit market responsiveness)

但是对私人停车设施的价格控制措施令人堪忧  
(会限制市场反映能力)



# On-street pricing and time limits 2009

## 2009年路内停车定价和停车时限

	Prices vary from place to place or time to time? 价格是因地区不同还是时间不同而发生变化?	Highest price found (PPP\$/hr) 最高价格
Dhaka 达卡	Higher in CBD CBD地区偏高	0.78 per day 0.78 /天
Ahmedabad阿默达巴德	Uniform where priced标价的地区价格统一	0.16
Jakarta 雅加达	Two zones 2个分区	0.37
Kuala Lumpur 吉隆坡	One price per municipality各市政地区价格统一	0.41
Bangkok 曼谷	Uniform where priced标价的地区价格统一	0.60
Hanoi 河内	Two zones 两个分区	0.81
Guangzhou广州	Zones with different prices不同地区不同价格	1.05
Beijing 北京	Two zones 两个分区	1.32
Hong Kong 香港	Uniform legislated price统一立法规定价格	1.46
Manila 马尼拉	One price per municipality各市政地区价格统一	1.71
Singapore 新加坡	Two zones 2个分区	1.90
Tokyo 东京	Uniform legislated price统一立法规定价格	2.58
Taipei 台北	<b>Higher where demand high 需求高的地区偏高</b>	<b>3.45</b>
Seoul 首尔	<b>Five zones 5个分区</b>	<b>7.86</b>

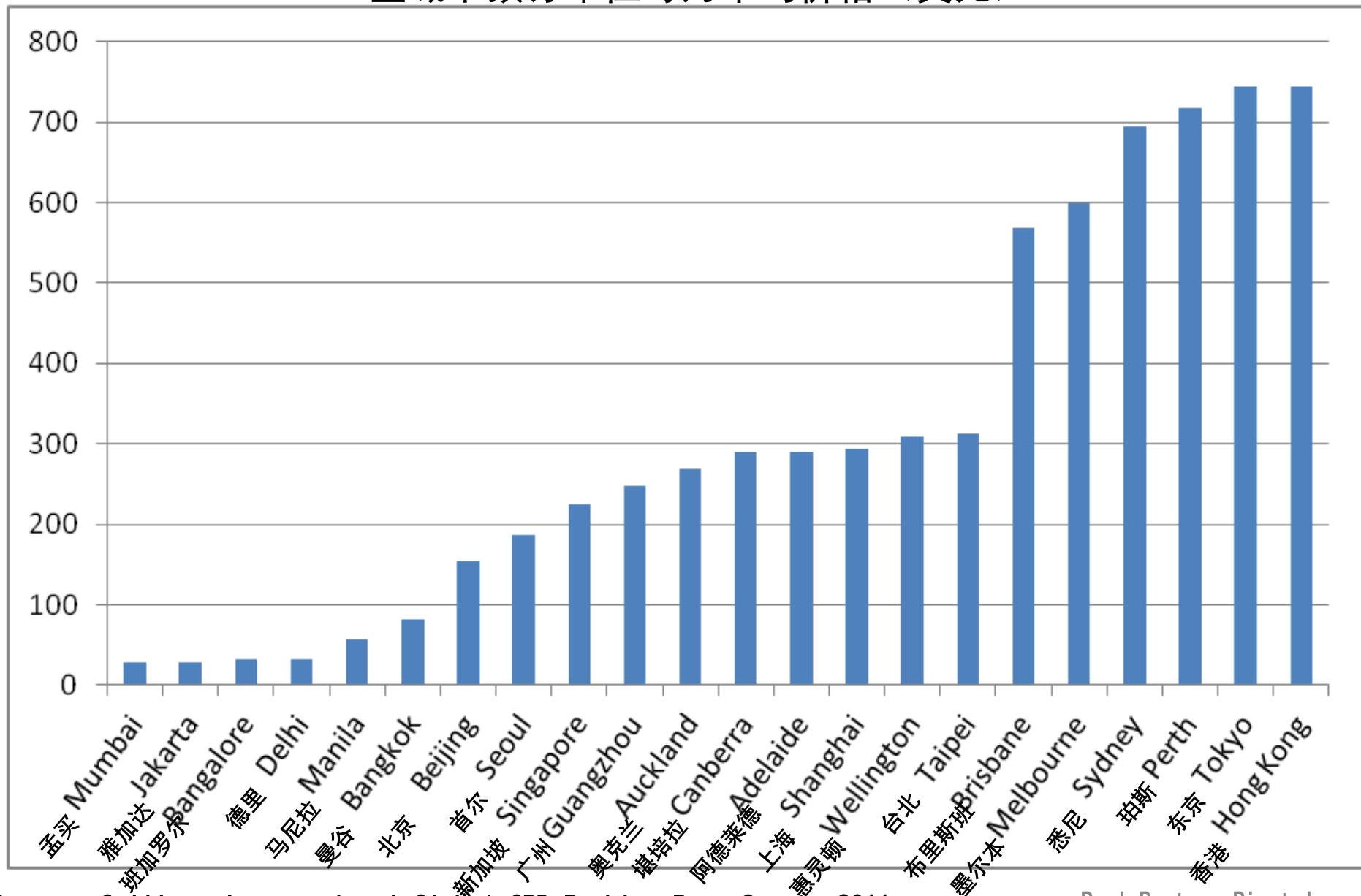
Source: Barter (2011) Parking Policy in Asian Cities (ADB)

来源： Barter (2011) 亚洲大城市停车政策 (ADB)



# Median monthly unreserved CBD parking price (US\$)

## CBD区域未预订车位每月平均价格（美元）



Source: Colliers International Global CBD Parking Rate Survey 2011

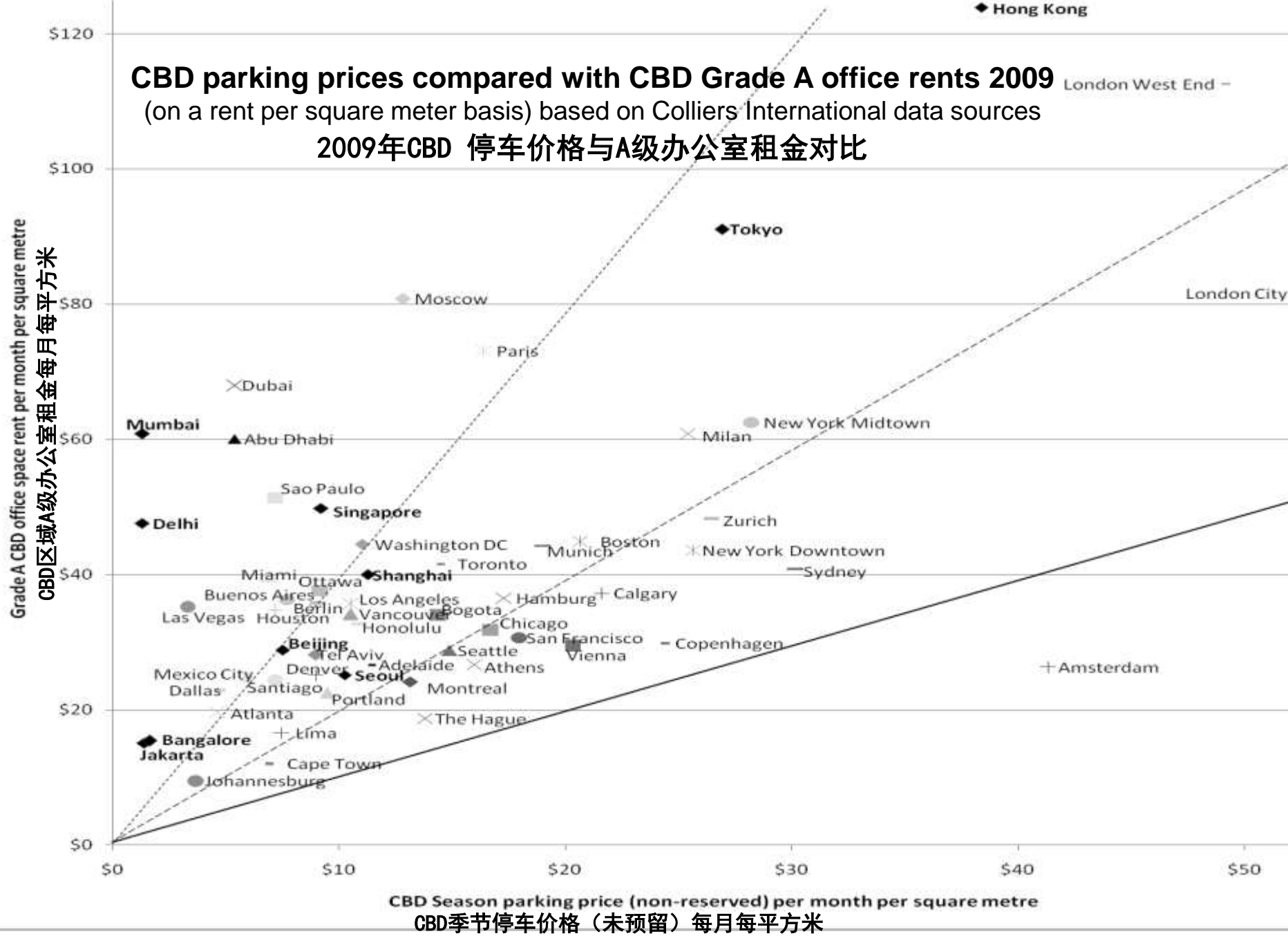
来源：高力国际2011年中央商业区停车价格调查

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# CBD parking prices compared with CBD Grade A office rents 2009

(on a rent per square meter basis) based on Colliers International data sources

## 2009年CBD 停车价格与A级办公室租金对比



Source: Barter (2011) Parking Policy in Asian Cities (ADB)  
 来源: Barter (2011) 亚洲大城市停车政策 (ADB)

# Summary on eastern Asian cities 东亚城市总结



Several eastern Asian cities have variations on a ‘relaxed pragmatic’ version of the conventional parking policy approach 一些东亚城市对“轻松务实”的传统停车政策有所改进

Less harmful than the conventional suburban approach 比传统的郊区化方法危害小

It suits their high-density, mixed-use urban fabrics 适合其高密度、混合式使用的城市结构

It fosters some market responsiveness in ‘park-once neighborhoods’ which mostly cope well with spillover 促进了“park-once”区域的市场响应能力，这很好地应对了外溢问题

**Opportunity** : encourage this further via market-pricing both on-street and off-street and in both private and public sectors

**机遇**：通过市场定价鼓励进一步发展，同时针对路内和路外停车，针对私人部门和公共部门

**Opportunity** : try more parking management, especially in highly transit-oriented locations

**机遇**：尝试更多停车管理办法，尤其是在停车高周转率区域

## D. Some guiding principles towards more Adaptive Parking 提高停车措施适用性的指导性原则

These build on Donald Shoup's suggestions, take lessons from successful park-once districts in many places (for example, in Japan), and aim to complement parking management.

这些指导原则建立在Donald Shoup教授的建议之上，在很多地方借鉴了“park-once”区域的成功经验（例如在日本），目的是与停车管理形成互补

# Guiding principles towards more Adaptive Parking

## 增加停车措施适用性的指导性原则

**Prerequisite:** adequate control of parking in public spaces

**前提条件:** 对公共区域的停车进行充分控制

**AND simultaneously and progressively**

**逐步采取的措施:**

1. encourage more parking to be **open to the public**  
鼓励更多的停车设施对公众开放
2. foster more **demand-responsive pricing**  
培育对需求更具影响的价格体系（停车需求对该价格更加敏感）
3. compromise with local **stakeholders** when necessary  
必要时，做出让步，与当地利益相关方达成折中方案
4. allow **supply** to be more **responsive** to local context  
允许更加适应当地环境的停车供给
5. ensure enough **competition and options**  
确保足够的竞争和选择

# First get control against disruptive parking 首先控制破坏性停车

As discussed earlier, this is a prerequisite

如前所述，这是一个前提条件

Little incentive to build or use off-street parking if illegal parking is easy

如果违章停车无法得到有效控制，私人参与者几乎没有动力建设或使用路外停车设施



Dhaka 达卡



# 1. Public Parking 公共停车

Encourage more parking to be OPEN to the public rather than restricted to tenants or customers, etc.

鼓励更多的停车设施对公众开放，而不仅限于租户或特定客户

Shared or public parking serving multiple destinations (with different peak parking times) is efficient (like the tables in a food court)  
共享的或公共停车设施在不同的高峰时段服务于不同人群是非常有效的措施（好比美食街的公共餐桌）



Private frontage parking would be more efficient if shared or public  
私人临街停车位如共享或对外开放会更加有效



## 2. Performance Pricing 效能定价

In its pure form, this says adjust prices gradually until

单纯理想的价格调控状态包括：

- there are some vacancies有一些空位
- and no searching for parking  
没人寻找停车设施
- prices send useful market signal  
价格传递出有用的市场信号

Sweet spot usually about 85% occupancy

理想停车设施通常有85%的使用率

- Price too low if much fuller than that  
如果使用率高于85%，说明价格过低
- Price too high if much emptier  
如果使用率比85%低很多，说明价格过高



Source: Shoup, D. The High Cost of Free Parking

This is NOT about deterring car trips  
这并不是要阻止小汽车出行

But it does reduce traffic by reducing circling and queuing for parking  
而是通过减少转圈搜寻车位和停车排队来减少无效的交通流量



# Performance Pricing

# 效能定价

This means there is no one-size-fits-all parking price

这意味着停车价格不能“一刀切”

- Different prices in different places  
不同地点价格不同
- Different prices at different times of the day and week  
平日和周末不同时间段价格不同

平日和周末不同时间段价格不同

Several cities trying ambitious versions

(eg trials in SF [www.SFPark.org](http://www.SFPark.org) )

一些城市正在尝试充满野心的措施（例如SF的尝试）

But MANY cities have long used occupancy as rough guide to price adjustments

但是许多城市一直使用利用率这个指标作为价格调整的粗略指导



Shopkeepers need not fear ... price drops if parking usage drops  
商店店主不需担忧 ... 如果停车设施利用率下降，则停车价格下降

### 3. Integrate Stakeholder Interests 整合利益相关方的利益

- For example, residents often illegally claim street spaces as their own

例如居民经常非法占用街道空间

- They will fight efforts to enforce public parking and to price it

他们将努力争取使用公共停车设施，并定价

- Unless we somehow sweeten the deal for them

除非给他们点甜头



## 4. Responsive Supply 响应供给

Steps above should make spillover less scary!

上述步骤应该使外溢变得不那么可怕!

Shoup says ‘abolish parking minimums’. We can let developers decide how much parking to build. Shoup

Shoup教授提出“取消最小配建标准”让开发商自己决定建多少停车设施。

Adaptive Parking says, at least allow MORE responsiveness. The more the better!

适应性停车意味着至少允许更多的适应性。适应性越强越好!

### **Ways include 方法包括:**

- Don’t set requirements too high 不要把配建标准下限设的太高
- Exempt small buildings 免除小型建筑物的配建义务
- Allow payments in lieu of parking 允许停车设施替代场所收费
- Allow required parking to be off-site 允许在建筑物外配建停车设施
- Allow less if it is open to the public 如果对公众开放,适当减少配建义务
- Allow less near public transport or with TDM efforts  
允许公交设施附近或TDM政策实施范围内减少停车配建义务

## 5: Options and Competition 选择和竞争

- We can reduce suspicion and anger about pricing and other parking reforms if we improve people's options  
如提供给民众更多选择，就可以减少其对价格和其他停车改革措施的猜疑和愤怒
- **Options can include 多样化选择包括：**
  - competing parking providers nearby at different prices  
有竞争力的服务商就近提供差异化停车价格
  - decent and diverse alternatives to driving  
以体面且多样化的出行选择替代小汽车
  - options even if they do drive (eg ride-sharing)  
在必须使用小汽车的情况下的其他选择（例如：拼车）



# Guiding principles towards more Adaptive Parking

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**Then progressively**

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确保足够的竞争和选择

***Thank you!***

**谢谢!**

*To download the 'Parking Policy in Asian Cities' study go to*

*下载“亚洲城市停车政策”，请访问：*

<http://beta.adb.org/publications/parking-policy-asian-cities>

*For more on my perspectives on parking policy see*

*进一步了解我对停车政策的观点，请访问：*

<http://www.reinventingparking.org/>