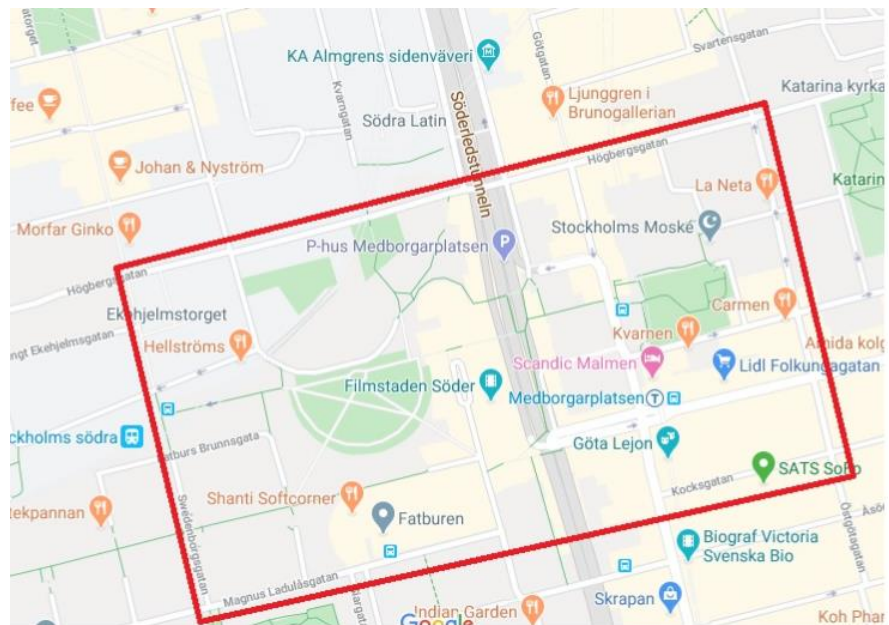


Parking study: Medborgarplatsen Stockholm

Summary

The company Stockholm Parking identified Medborgarplatsen as a possible location for a mobility station. To assess the potential of this site, a study of existing parking availability and behaviour in the area was commissioned. This study recorded factors such as the number of existing on-street parking spaces, occupancy rates during the period 4-10 May 2020 (as recorded by inspectors), and levels of car ownership in the district. The area addressed is a mixed-use district with residences, businesses and significant visitor attractions such as theatres, restaurants, religious institutions, shops, etc., and is indicated on the map below:



Methods

The number of “parkable” metres of kerbside were calculated and information on how this space is regulated was gathered. On-site measurements were conducted with inspectors recording occupancy rates twice daily on weekdays and three times at the weekend over one week. These measurements concerned cars, vans / light trucks, heavy vehicles and motorcycles. Data is recorded in “Bilaga 1”. The number of (unpainted) parking spaces per street is calculated based on the assumption that each space requires 6 metres, meaning greater or fewer vehicles may actually be observed depending on vehicle size and how drivers have parked the vehicles.

Results

The results showed that the district contains 2337 metres of regulated parking space, around 586 metres of which was subject to parking prohibitions during daytime. Daytime parking thus was equivalent to ca 1751 metres or 292 spaces. The data suggest near-capacity occupancy rates with the exception of Thursdays and weekends (when weekday parking prohibitions end, meaning more supply). On all days there were similar numbers of incorrectly parked vehicles. During mornings, the vast majority of the vehicles occupying spaces were cars (all days) or vans (particularly on Monday, Tuesday and Friday). During afternoons, the vast majority were cars, except on the Wednesday when a large number of vans were present. More motorcycles were recorded during afternoons than mornings, and more incorrectly-parked vehicles.

The data was compared with results from an annual study, conducted every spring and fall (Bilaga 2). The 2019 results suggest there are higher levels of parking availability in other parts of Södermalm compared to the area around Medborgarplatsen studied in May 2020. For Södermalm as a whole in 2019, around 88% of vehicles were parked correctly and around 15% of spaces were unused, suggesting potential to reduce the number of on-street spaces in other locations. Around 41% of parked vehicles had paid visitor parking fees, and around 41% had resident permits, with several percent having various forms of exemption. The May 2020 measurements suggest vehicles a higher level of compliance with regulations around Medborgarplatsen with considerably more correctly parked vehicles; this may be explained by the fact the May 2020 measurements were conducted by uniformed personnel rather than monitors in civil clothing.

Data from a study of vehicle registrations from 2015-2016 was also checked to assess levels of ownership in Södermalm (Bilaga 3). This data showed if vehicles were parked close to their registered address. The results suggested around 15-22% of parked vehicles were registered outside of the Stockholm region (this could indicate e.g. ownership by an individual or company registered elsewhere but with permanent operations in Stockholm). Between 22-29% of vehicles were registered in other parts of Stockholm municipality. Between 30-46% of the parked vehicles were registered to addresses in Södermalm.

Additional information was gathered from a Plan for Street Parking (Bilaga 4) and concerned vehicle ownership. This information showed vehicle ownership in Södermalm to be the lowest in the

city, with around four of ten households having access to at least one privately-owned vehicle. The Södermalm population was 130,034 in 2018 (Bilaga 5) and the population of the district Östra Katarina (in which Medborgarplatsen is located) was 21,530 of which 17,937 were over the age of 20. This suggests that around 8,000 – 9,000 vehicles are likely to be registered in or around Medborgarplatsen (Östra Katarina). With a total of around 52,000 vehicles registered to addresses in Södermalm and around 13,100 on-street parking spaces (of which 800 are dedicated for visitors, with the remainder allocated to residents but available to visitors during specific periods), it is reasonable to assume that the majority of vehicles registered to addresses in Södermalm are either parked in different forms of parking garage or parked in other locations outside of the district.

To conclude, this highlights that Medborgarplatsen has high levels of parking occupancy for on-street parking in a part of the city with lower levels of private car ownership. Parking is thus unattractive and further measures could contribute to further restricting supply of parking spaces in this location or in neighbouring parts of Södermalm, thereby encouraging shifts to other modes.