

Questions for the ParkPAD Working Group

The questions are to be answered using a 4-point scale:

- strongly agree
- rather agree
- rather disagree
- disagree

- (1) It is easy to find a parking space in the city
- (2) Selected areas currently used for private car traffic and parking should be made available to other modes of transport (such as pedestrian zones, cycle lanes or bus lanes) or converted into spaces for people (such as green areas, playgrounds or meeting spaces).
- (3) Parking spaces in the public realm should be subject to a charge, or cost more, if this makes it easier to find a parking space.
- (4) Parking in the public realm should be more expensive than parking in underground car parks.
- (5) I am happy with the city's information policy regarding traffic and parking (e.g. information on the number of parking spaces, guidance systems, costs, and permitted parking duration).
- (6) Parking and loading facilities for commercial and delivery traffic are well organised (e.g. sufficient space in the public realm, adequate loading and unloading times, and no blocking of pavements, cycle lanes or carriageways by delivery vehicles).
- (7) There are enough bicycle parking facilities...
 - a. ... in locations with high visitor numbers
 - b. ... in densely built residential neighbourhoods
 - c. ... at transport hubs (e.g. the railway station)
- (8) The city engages with residents and stakeholders to discuss proposals and needs relating to parking.
- (9) There are initiatives aimed at encouraging specific groups to use alternatives to private cars, namely:
 - a. commuters
 - b. shoppers
 - c. tourists / visitors
 - d. pupils
 - e. investors
- (10) Parking enforcement operates efficiently.
- (11) Most residents have access to a private parking space for their car(s).
- (12) Time-limited parking zones should increasingly be used to make more efficient use of existing parking spaces and to free up areas for uses other than parking.
- (13) Many commuters travel into the city by car.