Sustainable traffic in Budapest
Tasks of Parking Management

- Strengthening the competitiveness of public transport against private transport. (Prices of private transport, e.g. parking fees, must grow at least in the same proportion as the tariffs of public transport.)
- Securing the operability of the affected area. (inhabitants, services, institutes and commercial units.)
- To reduce the demand for parking by realizing functional reorganizations of the city. (As a result of urban planning programs, e.g. pedestrian precincts, numerous parking lots disappear. On the affected areas parking demand can be reduced by tariff increase, improving public transport and cycling facilities, and the expanding P+R parking lot supply.)
BUDAPEST PUT MORE THAN 90,000 PARKING LOTS UNDER CONTROL AND CREATED ITS PAYMENT ZONE SYSTEM.

<table>
<thead>
<tr>
<th>zone</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
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<tbody>
<tr>
<td>multiplicator</td>
<td>1,5</td>
<td>1,25</td>
<td>1</td>
<td>0,75</td>
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<tr>
<td>fee</td>
<td>1,8 EUR</td>
<td>1,5 EUR</td>
<td>1,2 EUR</td>
<td>0,9 EUR</td>
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public transport ticket | 1,2 EUR | < 1 liter petrol |
Parking management I.

In case of introducing the payment, it is important to pay attention for the observation and control of the regulations and to guarantee the widest variety of payment methods to improve the payment willingness:

• **Cash (coins)**

• **Credit card**

• **RFID /city card**

• **Cell phone (58 %)/GPS parking (from 1st July 2011)** (Very popular payment method by parking, public transport, and motorway use)
Parking management II.
Monitoring for most efficient operating
Parking management III.
Surveillance through GPS & GPRS