

15. Parking System Development in Central Area

15.1 Objective

The objective is to restrict the on-street parking in the central area in order to reduce the vehicle inflow to the central area and thus take back the street environment to people. On the other hand, vehicles used for business activities, etc. are provided with parking spaces at appropriate charges.

15.2 Outline

To improve the status quo of traffic, restrictions are applied on parking in the central area and off-street parking facilities are supplied simultaneously as the street parking is restricted. Parking restriction should be implemented at the same time as illegal parking cases are cracked down on. The users of both on-street and off-street parking facilities in the central area should be charged (Table 15.1 and Figures 15.1 and 15.2).

Figure 15.1 Parking Facilities Plan

Location	Under/Surface Ground	Capacity (vehicles)	Construction Cost (1000 US\$)
1) Academiei/Doamnei	Building	220	4,797
2) Nicolae Balcescu	Underground	265	4,820
3) Pta.Decebal	Building	510	10,510
4) Pta.Salii Palatului	Underground	600	10,710
5) Pta.Revolutiei	Underground	780	13,923
6) Pta.Galati(Bdul Dacia)	Building	50	1,068
7) Armand Calinescu	Underground	30	536
8) Regina Elisabeta	Underground	1,000	17,850
9) Bdul Unirii/Libertatii	Underground	600	10,710
10) Natiunilor Unite	Surface	200	490
11) Bdul Libertatii	Surface	540	833
12) Pta.Concordiei	Surface	40	98
13) Panait Cerna	Underground/Building	30	588
14) Str.Ion Nou	Surface	20	49
Total		4,685	76,882

For the realization of parking restriction in the central area and restriction of vehicle inflow to the central area, public transport must be well developed as an alternative means of transport, the environment for passengers will also be well-served. Therefore it is necessary to provide safe and attractive pedestrian malls, transit malls and sidewalks to connect the many historical buildings still remaining in the central area of Bucharest (Figures 15.3 and 15.4).

15.3 Economic Evaluation

If the chaotic on-street parking that blocks the traffic flow is eliminated, both the road capacity and driving speed are improved and the road users can enjoy the benefit of reduced driving time and costs. The comparison of construction costs and this benefit resulted in the EIRR of 13.7%, demonstrating the importance of providing parking facilities.

15.4 Implementation Plan

Two-staged plan is proposed for the parking system development in central area.

The core central area is proposed to be implemented at the first stage. The area is about 1 km², enclosed by the roads Calea Victoriei, Rosseti, Tudor Arghezi, Hristo Botev and Piata.Unirii. Planned capacity is 975 vehicles. with estimated cost of US\$ 20.0 million. At the second stage the parking restriction will be expanded to the remaining area of the restriction area. Planned capacity is 3,700 vehicles with estimated cost of US\$ 56.9 million.

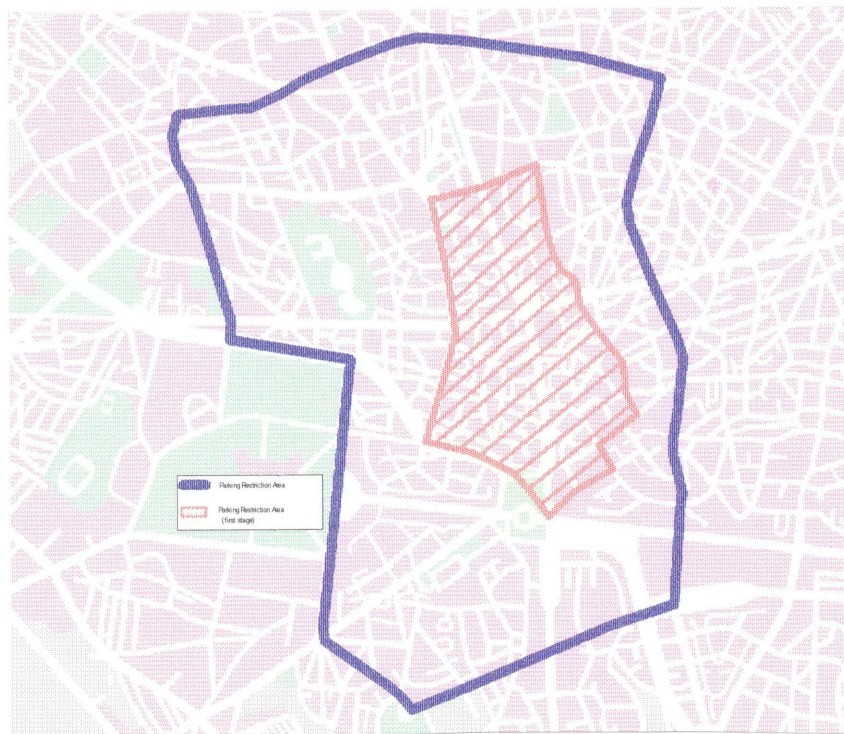
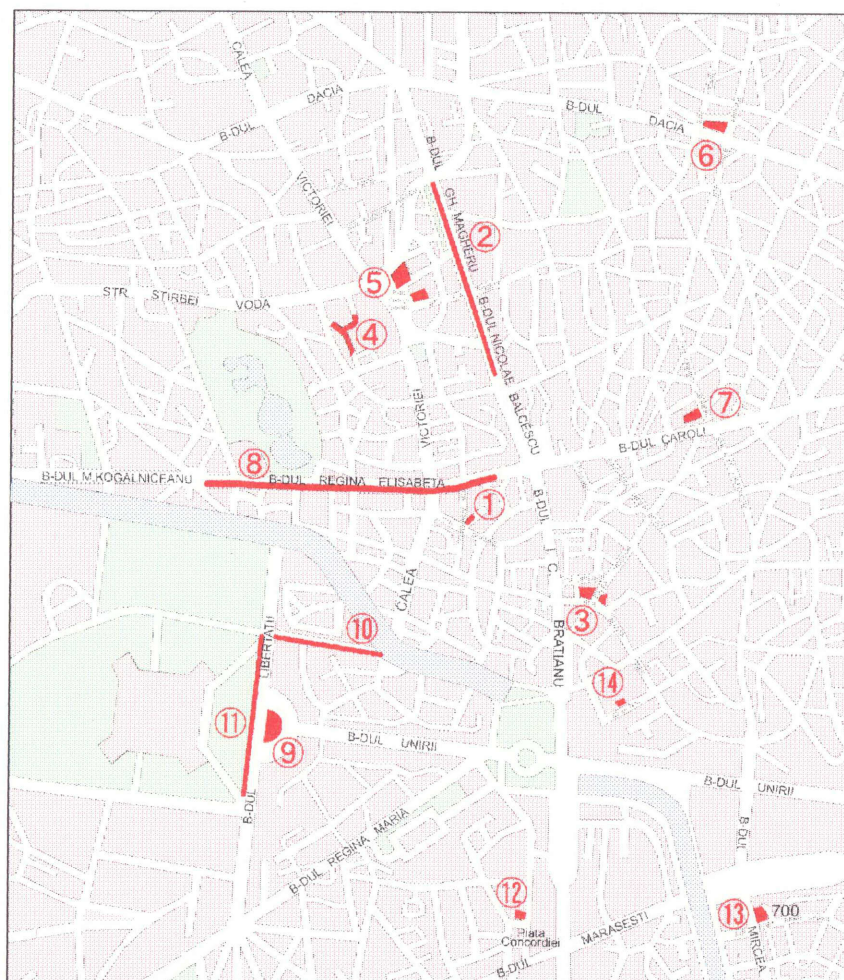


Figure 15.1 No-parking Area



Numbers indicate locations of planned parking facilities (see Table 15.1).

Figure 15.2 Location of Planned Parking Facilities