

Una manera de hacer Europa



BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

Municipal mobility management APP: Monitoring and management network of parking sensors and cameras

Quart de Poblet City Council

**Programa Operativo
Plurirregional de España**

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Fondo Europeo de Desarrollo Regional

Good Practice: MUNICIPAL MOBILITY MANAGEMENT APPLICATION: MONITORING AND MANAGEMENT NETWORK OF PARKING SENSORS AND CAMERAS

The Best Practice co-financed by the European Regional Development Fund (ERDF) and included in the local Integrated Sustainable Urban Development Strategy (EDUSI) consists of implementing an intelligent parking system to allow drivers to know, in real time, which parking spaces are available, with special emphasis on those for people with reduced mobility.

Sensors and cameras detect free parking spaces, which saves driving around town in search of street parking. In the first phase, 122 sensors were installed, 97 of them in the open-air car park next to the public library (three reserved for people with reduced mobility). The rest, for disabled users, and for loading and unloading, were installed in Azorín and Reverendo José Palacios streets, on the stretch between Roll de les Eres and Marqués del Turia.

In the second stage of the intervention, visual sensors were installed on Trafalgar, Baranquet, Villalba de Lugo, Padre Jesús Fernández and Primero de Mayo streets. These are the most commercial streets and are the main local thoroughfares, so they have a high flow of vehicular traffic. The technology used is based on video analysis using Artificial Intelligence techniques. The devices are strategically placed to control parking spaces in an automated manner. In addition, the application allowing you to check for free spaces is designed to be used without letting go of the steering wheel so as to encourage road safety.

To find free parking, a mobile application to find free spaces has been launched, designed to be used without letting go of the steering wheel while you drive. This app has an attractive, intuitive design and is easy to use.

The cost of the operation is €290,222.80, of which €145,461.40 are provided by the European Regional Development Fund (ERDF).



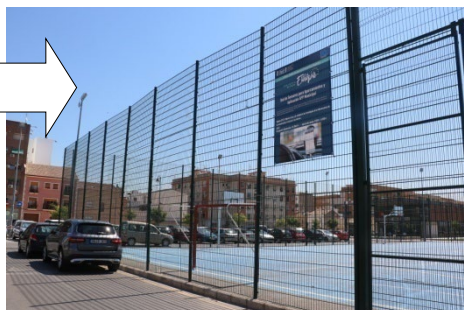
SENSOR, ELECTRONIC PANEL AND PARKING AREA

The criteria for identifying this intervention as a good practice are the following:

1. THE ERDF'S ROLE IN THE INTERVENTION WAS APPROPRIATELY CIRCULATED AMONGST POTENTIAL BENEFICIARIES AND THE GENERAL PUBLIC.

The ERDF's role in the intervention was publicised widely, from the planning phase (prior to writing the project), during execution (system implementation phase) through to setting the service in operation for residents.

With regard to the Regulatory Communication, a construction site information sign was erected during the implementation phase and a permanent plaque erected after completion of the works. Likewise a notice appears in the specific section of the Member State's unique municipal web portal: All of these cases report on this ERDF co-financing.



SIGN DISPLAYED DURING WORKS



UNIQUE WEB PORTAL



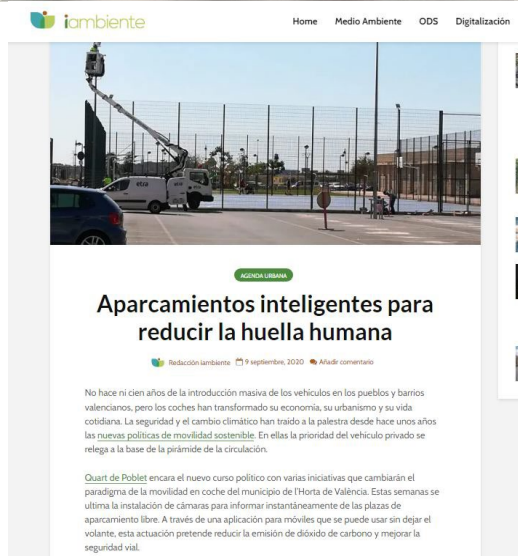
PERMANENT PLAQUE

With regard to Complementary Communication, the City Council organised information sessions for citizens in which the Mayor explained the project. Additionally, an illustrative EDUSI and ERDF roll-up was unfurled in the meetings to explain the ERDF's role in this initiative. Panels were also created explaining the planned actions, including this intervention, and brochures were created to publicise the information day run.



INFORMATION DAY AND BROCHURE

Regarding the news published in the printed press, we highlight appearances in the provincial and regional press, as well as on social networks (municipal and Urban Planning Facebook and Twitter profiles). *Levante* and *Las Provincias* (the two newspapers with the largest circulation in the Valencian Community) have published news about the project, its implementation and start-up. The intervention has also been reported in online newspapers. All of them gave information on the operation, co-financing and the ERDF's role in these. The following images are attached as an example:





An advertising banner was also contracted in the “Smart Cities” special in the regional newspaper *Levante*.



2. THE INTERVENTION INCORPORATES INNOVATIVE ELEMENTS.

The main innovative element is the introduction of state-of-the-art technology, using artificial intelligence in video analysis. The devices are strategically placed to monitor parking spaces in an automated way with the aim of obtaining more results applicable to citizens’ safety and improving mobility. The application can be used without letting go of the steering wheel to ensure road safety.

All this is presented as a complement to the integrated solution for mobility and advanced road traffic management. Traffic monitoring makes it possible to control traffic in real time and to act immediately in the event of incidents or to obtain statistics with which to design new strategies and projects to rationalise and pacify traffic in the locality.

3. MATCHING RESULTS OBTAINED TO THE ESTABLISHED OBJECTIVES.

The action has met the objectives with which it was conceived, such as improving mobility management and, above all, reducing traffic. Drivers spend less time behind the wheel thanks to this intelligent system. Another aim is promoting non-motorised vehicles, giving more weight to motorised vehicles. In this sense, the sensor parking is located next to the metro station, allowing those living in a more peripheral area to park their vehicle to take public transport.

A more appropriate and environmentally optimal use of urban public space with less car use has also been achieved, which has influenced the implementation of sustainable urban development planning.

4. CONTRIBUTION TO RESOLVING A PROBLEM OR WEAKNESS DETECTED IN THE TERRITORIAL SCOPE OF WORKS.

The main problems detected in the area where the devices have been installed was the lack of parking spaces, firstly due to the lack of private garages resulting from the district's age, and secondly the large number of shops and public services on the town's main arteries. This meant that the search for parking increased the already heavy traffic in the area. This initiative has led to more fluid traffic flow and less time spent behind the wheel, resulting in a reduction in pollutant emissions. One of the priorities was reducing pollution in the city centre by reducing road traffic, one of the main sources of pollution.

The use of the free public car park next to the municipal library has also been optimised, as a panel has been installed at the entrance to the car park indicating which parking spaces are available, making it easier for drivers to park.

5. DEGREE OF COVERAGE OF THE POPULATION TOWARDS WHOM IT IS DIRECTED.

The degree of coverage is high, not only for drivers from the municipality, but also for those coming from other towns. The operation has a highly beneficial impact on the neighbourhood's population of approximately 11,000 people, but also on the town's other inhabitants (around 24,500 inhabitants), since it has a calming effect on traffic through the Old Town's main thoroughfare, with the resulting benefits of reducing noise pollution, increasing safety and prioritising pedestrian traffic.

6. CONSIDERING THE HORIZONTAL CRITERIA OF EQUAL OPPORTUNITIES AND NON-DISCRIMINATION, ALONG WITH SOCIAL RESPONSIBILITY AND ENVIRONMENTAL SUSTAINABILITY.

The gender perspective has been taken into account in designing the intervention, in drafting all administrative and technical documentation using non-sexist language, including the gender perspective and sustainability elements throughout the intervention's implementation.

The design of the square project has been carried out according to the principle of universal accessibility, as parking spaces have been reserved for people with reduced mobility, making it easier for them to park.

In terms of sustainability, the project impacts by considerably reducing pollutant emissions, as less time is spent driving through streets in search of a free parking space. Furthermore, the devices have been placed in a car park very close to the metro stop and on the main thoroughfares.

7. SYNERGIES WITH OTHER POLICIES OR INSTRUMENTS FOR PUBLIC INTERVENTION.

This project shares synergies with other public intervention policies, in particular the Sustainable Urban Mobility Plan (PMUS). It is a plan that brings together a variety of proposals aimed at traffic calming, prioritising pedestrians, promoting public transport and using non-motorised vehicles.

In addition, the overall strategy focuses on reducing the CO2 footprint, with complementary measures such as **a network of eight, free, deterrent car parks in peripheral areas but close**

enough to the centre to park and walk home, to work or to run errands on foot. One of the most important actions in this sense is the **Balcó del Túria car park**, also included in the EDUSI and co-financed by the ERDF, which offers two storeys of free parking.

Other related public intervention instruments are the implementation of bicycle lanes and reserved parking spaces for bicycles. In terms of electric vehicles, a charging point has been installed next to the library car park with sensors to promote the switch to this type of transport. The City Council has also taken other actions such as overriding traffic lights on the main roads, giving pedestrians priority when crossing. Likewise, educational radars have also been installed whose function is not to fine, but to inform of the speed at which people are driving, reducing this speed by between 30% and 10%. Furthermore, “Metrominuto” panels have been launched, providing information on how long it takes to walk or cycle from one point to another in town.

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