



## Car Parks in 15 European Cities

November 2013

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## **Methodology**

Too narrow, too dark, too poorly laid out, too inconvenient and often too expensive. This is what many motorists think of large multi-storey car parks and why they avoid them whenever possible. The problem is that surface open-air parking facilities cannot satisfy the demand. Multi-storey car parks are an urban necessity. Are they really as bad as their reputation, though? The 2013 Car Park Test, the first pan-European survey of parking facilities conducted by ADAC and 17 partner clubs under the EuroTest consumer protection test programme in eleven European countries reviews the status quo. Three car park tests were conducted previously in Germany.

### **60 multi-storey car parks in 15 major European cities**

Four multi-storey car parks each were tested in 15 major European cities: Amsterdam (the Netherlands), Barcelona and Madrid (Spain), Berlin, Frankfurt and Munich (Germany), Brussels (Belgium), Geneva and Zurich (Switzerland), Copenhagen (Denmark), Luxembourg (Luxembourg), Oslo (Norway), Paris (France), Vienna (Austria) and Zagreb (Croatia). The 60 facilities tested were all public centre-city pay car parks near the pedestrian zones or train stations - and this is as much as they have in common. They vary in terms of architecture (surface multi-storey car parks, sheltered parking decks or underground car parks), year of construction, operators and number of parking bays.

ADAC commissioned the study to Gesellschaft für Innovative VerkehrsTechnologien (GIVT) in Berlin, an independent international engineering and planning bureau specialising in every aspect of parked traffic. The institute works in several specialised bodies and its General Manager is a judicial expert on parked traffic, parking and parking facilities.

### **Checklist based on a comprehensive catalogue of criteria**

Methodologically, the test was based on a comprehensive catalogue of criteria developed by ADAC and experts in the field on the basis of the applicable rules and regulations. The test criteria are based on the state-of-the-art and reflect the standards known within the industry, accepted by progressive operators and applied more and more often also in day-to-day practice. The checklist drawn from this catalogue of criteria comprises the categories Safety (weighting 40%), Accessibility (30%), User-friendliness (20%) and Rates (10%).

## **Testers evaluated some 130 checklist items on-site**

The on-site testing was concluded by 27 June 2013. The inspections were performed without prior notice and under normal operation. During the inspections, the testers drove into the facilities with cars carrying professional video cameras, took measurements and one by one worked off the almost 130 items on their checklists. Each test was documented with still and live footage. Finally the operators were asked to provide certain factual information such as the year the facility was built and the number of parking bays.

## **KO criteria**

Certain KO criteria were defined for rating a car park: less than 1.90m vertical clearance, ramps with over 15% of slope, majority of parking bays less than 2.30m wide, and considerable structural deterioration likely to pose an acute threat to users. If one of the above criteria was found in the inspected facility the result was a “0” rating in the respective category.

Based on the scores achieved, the facilities were rated “very good”, “good”, “acceptable”, “poor” or “very poor”.

## **Results: Far from perfect**

Many of the 60 parking garages tested under the EuroTest consumer protection programme in 15 major European cities did not present themselves in a very good light. Bottom line: Not a single one was rated very good, only ten test candidates rated good, 39 achieved a meagre acceptable rating, nine were considered poor by the testers and two even very poor.

## **‘Youngster’ from Zurich best-in-test**

The best-in-test with a good rating is a rather young car park: The well-designed Opéra underground car park in Zurich’s Schillerstraße went into operation in 2012. Open around the clock, our testers found it to be clean, well-lit and transparent due to its architecture using plenty of glass. The 299 parking bays on the two clearly laid-out parking levels were angled and unobstructed by columns. Their width of 2.61m was as comfortable as the vertical clearance of 2.10m. Clear signs and a dynamic parking guidance system with an occupied/vacant display facilitated orientation. Safety was

ensured by on-site staff and video surveillance of sensitive areas. There was no hanging height restrictor bar at the entrance nor were there any marked walkways or extra-wide parking bays for parents with children. Parking bays for the disabled were few and far between. Moreover, the entrance and exit ramps were too narrow. All of this prevented an even better rating.

### **Vienna car park last-in-test**

The last-in-test received a very poor rating: It is an underground car park called Technische Universität, situated in Vienna's Operngasse and taken into operation in 1985. The testers already encountered the first problems at the entrance. Due to the steep entrance and exit ramps, they had to give it a rock-bottom rating. Moreover, entering the ramps was not always possible in one go. A particularly nasty detail: Sharp, twisted metal edges on the kerbs of the ramps posed a tyre damage risk, especially because they were rather inconspicuous. The 367 parking bays on the poorly structured parking levels were only 2.30m wide and 4.80m long, very weakly lit and not numbered. Large walls obstructed the view of the driveway. There were no walkways nor emergency phones or toilets. Hourly rates applied and there was only one pay machine. This may result in long queues, which may drive up the price. By the way: In a particularly narrow, 180° bend at the exit barrier, car drivers had to manoeuvre so much that the gate had closed in the meantime.

### **A total of ten parking garages failed the test**

Apart from the last-in-test, the fail criterion was applied to another nine parking garages tested. The CarPark Cristal in Munich met the fail criteria even twice: firstly because of the ramp slope of over 15% and secondly because of the vertical clearance of less than 1.90m. Insufficient vertical clearance also resulted in the downgrading of the two Amsterdam parking garages De Bijenkorf and Stadhuis-Muziektheater. Parking bay widths of less than 2.30m led to the relegation of Amsterdam centre, El Born and Plaça Catalunya in Barcelona, Hauptwache in Frankfurt, Mont-Blanc in Geneva, and Langić in Zagreb.

### **Narrow parking bays present challenge for car drivers**

A real nuisance for car drivers: narrow parking bays. They should be at least 2.50m wide and 5m long, or even wider next to columns and walls. However, in many cases regulations still allow parking bays 2.30m wide despite the increase in vehicle width over the past few years. Consequently, parking bays with a comfortable width were the exception in the test. Almost three in four parking

garages tested were below the above recommendation. More than one third of the parking bays were only some 2.30m in width. This requires a bit of manoeuvring and makes both entering and exiting one's car a challenge, especially because scratch guards on walls or columns were usually absent with the notable exceptions of Gare du Midi in Brussels, Hauptwache in Frankfurt/Main, and Hohe Promenade in Zurich. Parking is much more comfortable when there are no columns, at least towards the driveway. However, this applied only to about one third of the parking garages. Moreover, only 14 car parks tested had angled parking bays throughout for much easier parking. The testers found the combination of both only in nine of the parking garages. Narrow driveways as well as parking bays parallel to the driveway made manoeuvring even more difficult in nearly one fourth of the tested facilities.

### **Too much verve may cause multiple damage**

Driving with gusto may cause damage not just on the parking levels. Some ramps require careful driving, too, and no parking garage had the perfect ramp layout. For one thing, half of the parking garages tested had no or insufficient scratch guards to protect cars from scraping against the walls. Numerous scrape marks are evidence of cars getting closer to an obstacle than the driver intended. This kind of close contact is undesirable, not just horizontally but also vertically. Nearly one third of the parking garages tested had no height restrictor bar above the car park entrance. Even for vertical clearances upwards of 2.10m, which all regular vehicles easily pass through, height restrictors are not superfluous: Sometimes it takes a sudden thud to remind drivers of the luggage boxes or bicycles mounted on the car roof. Definitely not the better choice are steel girders or similar types of rigid height restrictors of which there were surprisingly many in this test. They may provide structural protection, but are far from user-friendly.

### **Scarce parking guidance**

Dynamic parking guidance systems, ideally with vacant/occupied displays, make it easier to find vacant parking spaces. However, they were absent in about one fourth of the tested parking garages. To make things even worse, one third had suboptimal signage. Or none at all, as the tests revealed at Parking 58 in Brussels, America Plads in Copenhagen and at CarPark Cristal in Munich. Numbered parking bays help drivers find their cars again, but nearly half of the parking garages did not have them. Marked walkways increase pedestrian safety. Yet, around two thirds of the garages had no walkways. Emergency phones, which offer another kind of protection, were absent in 70 percent of the garages. At a mere 19 percent, parking bays with a minimum width of 3m, which makes it easier for parents with kids to exit and enter their vehicles, were also a scarce commodity.

A final point we must mention is that one fourth of the parking garages were in a poor state of repair, which is a question of maintenance in many cases.

### **Parking bays for the disabled rarely served their purpose**

Sad, but true: None of the tested parking garages were wheelchair-friendly throughout, and about one fourth were not wheelchair-friendly at all. Two thirds had no or too few parking bays for the disabled. Most of those that did have them provided no barrier-free access. In 50 percent of the cases, lifts were too small for wheelchair users to move around in and the control panels were too high up for the wheelchair users to operate them without help. There were hardly any pay machines with sufficiently low control panels.

### **Vast price differences**

Let's talk about money now. Only the Gare de Luxembourg (30 minutes) and the two Swiss parking garages Cornavin and Saint-Antoine (ten minutes each) clearly indicated free periods before charges apply. 45 percent of the parking garages tested charged at 60-minute intervals (hardly customer-friendly), while most applied 30-minute intervals. A Spanish car park even charged by the minute. Whether this is advantageous depends on the actual parking period. Additional charges, differing according to the length of one's stay, can make the price difficult to calculate. Simple flat rates as applied by the Kulturbrauerei in Berlin are a desirable alternative: €1.50 for up to one hour, then a total of €2 for the rest of the day until 16:00h, or €5 after 16:00h/at night. Prices actually payable were calculated for the first 60 minutes and for a parking period of 240 minutes, respectively. The resulting averages were €3.12/€12.82. Not surprisingly, prices differed considerably across Europe, not least due to exchange rates and buying power. In the city comparison, Oslo in Norway had the highest average prices - an incredible €8.36/€33.43 - and Zagreb in Croatia the lowest (€0.97/€3.89).

### **Rather inexpensive refurbishments possible**

Car drivers can put up with quite a lot. If there is a parking garage near their destination that is not too expensive, they will use it - regardless of its potential deficiencies. This circumstance will not exactly persuade operators to make parking garages more user-friendly. It certainly explains why even poorly built parking garages can be filled to capacity. Mind you, not even the tested car parks with positive ratings had everything a good parking garage should have. That goes for rather new ones, too. In some cases, small investments would suffice to achieve perfection. There is still a lot of work to be done.

## Results 60 Car Parks in 15 European Cities

| EuroTest 2013:<br>60 Car Parks in 15 European Cities  |        |               |                  |         |                |                        |        |               |                  |         |                |                         |        |               |                  |         |                |
|---|--------|---------------|------------------|---------|----------------|------------------------|--------|---------------|------------------|---------|----------------|-------------------------|--------|---------------|------------------|---------|----------------|
| <div></div> |        |               |                  |         |                |                        |        |               |                  |         |                |                         |        |               |                  |         |                |
| Car Park  | Safety | Accessibility | Userfriendliness | Pricing | Overall Rating | Car Park               | Safety | Accessibility | Userfriendliness | Pricing | Overall Rating | Car Park                | Safety | Accessibility | Userfriendliness | Pricing | Overall Rating |
| Weighting   | 40%    | 30%           | 20%              | 10%     |                | Weighting              | 40%    | 30%           | 20%              | 10%     |                | Weighting               | 40%    | 30%           | 20%              | 10%     |                |
| <b>Amsterdam</b>  |        |               |                  |         |                | <b>Frankfurt</b>       |        |               |                  |         |                | <b>Oslo</b>             |        |               |                  |         |                |
| Museumplein   | +      | o             | +                | o       | +              | Goetheplatz            | +      | +             | +                | +       | +              | Oslo S                  | o      | +             | ++               | o       | +              |
| Amsterdam centre  | +      | o             | --               | --      | o              | Openturm               | +      | o             | o                | +       | o              | Vestre Vika             | o      | o             | +                | -       | o              |
| De Bijenkorf  | +      | --            | o                | o       | -              | Hauptwache             | o      | o             | --               | ++      | o              | Aker Brygge             | +      | o             | -                | o       | o              |
| Stadhuis / Muziektheater  | +      | --            | -                | o       | -              | Moselstraße            | -      | --            | --               | --      | -              | Galleriet Vest          | o      | -             | --               | -       | -              |
| <b>Barcelona</b>  |        |               |                  |         |                | <b>Geneva</b>          |        |               |                  |         |                | <b>Paris</b>            |        |               |                  |         |                |
| Francesc Cambó  | +      | o             | -                | +       | o              | Saint-Antoine          | o      | o             | +                | o       | o              | George V                | +      | o             | +                | o       | o              |
| Plaça Catalunya   | +      | +             | --               | +       | o              | Plainpalais            | o      | o             | +                | +       | o              | Quai Branly-Tour Eiffel | +      | o             | o                | +       | o              |
| Moll de la Fusta  | o      | -             | -                | +       | o              | Cornavin               | +      | o             | o                | +       | o              | Opéra-Meyerbeer         | o      | o             | o                | o       | o              |
| El Born   | -      | o             | --               | +       | -              | Mont-Blanc             | +      | o             | --               | -       | o              | Champs Élysées          | o      | o             | -                | o       | o              |
| <b>Berlin</b>   |        |               |                  |         |                | <b>Luxemburg</b>       |        |               |                  |         |                | <b>Vienna</b>           |        |               |                  |         |                |
| Parkhaus am Zoo   | +      | o             | +                | +       | +              | Gare de Luxembourg     | +      | +             | +                | ++      | +              | Stiftgasse              | +      | o             | -                | -       | o              |
| DomAquaree  | o      | +             | +                | o       | +              | Monterey               | o      | o             | +                | ++      | o              | Zimmermannplatz         | o      | o             | -                | o       | o              |
| KaDeWe, P1  | +      | o             | +                | o       | +              | St. Esprit             | o      | o             | --               | +       | o              | Mariahilfer Straße      | -      | -             | --               | --      | -              |
| Kulturbrauerei  | o      | -             | o                | ++      | o              | Théâtre                | o      | o             | --               | +       | o              | Technische Universität  | o      | --            | --               | -       | --             |
| <b>Brussels</b>   |        |               |                  |         |                | <b>Madrid</b>          |        |               |                  |         |                | <b>Zagreb</b>           |        |               |                  |         |                |
| Parking 58  | o      | o             | +                | +       | o              | Serranopark III        | o      | +             | +                | +       | +              | Tužkanac                | o      | +             | o                | +       | o              |
| Monnaie - Munt  | o      | o             | o                | +       | o              | Marqués de Urquijo     | o      | o             | +                | +       | o              | Cvjetni                 | o      | o             | +                | o       | o              |
| Loi - Wet   | +      | o             | o                | +       | o              | Plaza de los Mostenses | o      | o             | o                | +       | o              | Importanne Galleria     | o      | o             | -                | ++      | o              |
| Gare du Midi - Zuidstation  | +      | o             | +                | --      | o              | Plaza de Colón         | o      | o             | -                | +       | o              | Langić                  | o      | o             | --               | +       | o              |
| <b>Copenhagen</b>   |        |               |                  |         |                | <b>Munich</b>          |        |               |                  |         |                | <b>Zurich</b>           |        |               |                  |         |                |
| Magasin   | ++     | o             | +                | --      | o              | Schranne               | +      | o             | -                | --      | o              | Opéra                   | ++     | +             | ++               | o       | +              |
| Det Grønne P-hus  | o      | o             | o                | +       | o              | Isarparkhaus           | o      | o             | o                | +       | o              | Hohe Promenade          | +      | o             | +                | -       | +              |
| Nyropsgade  | o      | o             | +                | -       | o              | Hbf Süd                | o      | -             | --               | +       | -              | Urania                  | +      | +             | o                | o       | o              |
| Amerika Plads   | -      | o             | --               | o       | -              | CarPark Cristal        | o      | --            | o                | --      | --             | Pfingstweid             | -      | -             | --               | ++      | -              |

Rating: ■ ++ very good ■ + good ■ o acceptable ■ - poor ■ -- very poor

## Results Parking Fees in 15 Cities

| <div>  <b>EuroTest 2013: European Car Parks</b><br/> <b>Parking Fees in 15 Cities</b> </div> |        |         |                        |        |         |                         |        |         |
|--|--------|---------|------------------------|--------|---------|-------------------------|--------|---------|
| in Euro  | 1 hour | 4 hours | in Euro                | 1 hour | 4 hours | in Euro                 | 1 hour | 4 hours |
| <b>Amsterdam</b>   |        |         | <b>Frankfurt</b>       |        |         | <b>Oslo</b>             |        |         |
| Amsterdam centre   | 5.00   | 20.00   | Goetheplatz            | 2.00   | 8.00    | Aker Brygge             | 7.90   | 31.56   |
| De Bijenkorf   | 6.00   | 24.00   | Hauptwache             | 2.00   | 8.00    | Galleriet Vest          | 8.69   | 34.75   |
| Museumplein  | 6.00   | 24.00   | Moselstraße            | 2.90   | 11.60   | Oslo S                  | 7.90   | 31.59   |
| Stadhuis / Muziektheater   | 4.50   | 17.50   | OpernTurm              | 2.00   | 8.00    | Vestre Vika             | 8.95   | 35.80   |
| <b>Barcelona</b>   |        |         | <b>Geneva</b>          |        |         | <b>Paris</b>            |        |         |
| El Born  | 2.65   | 10.61   | Cornavin *             | 1.64   | 13.16   | Champs-Élysées          | 3.60   | 14.70   |
| Francesc Cambó   | 3.05   | 12.20   | Mont-Blanc             | 2.47   | 11.51   | George V                | 3.60   | 14.70   |
| Moll de la Fusta   | 3.06   | 12.25   | Plainpalais            | 1.65   | 8.23    | Opéra-Meyerbeer         | 3.30   | 13.20   |
| Plaça Catalunya  | 3.05   | 12.20   | Saint-Antoine          | 2.47   | 11.53   | Quai Branly-Tour Eiffel | 3.20   | 12.00   |
| <b>Berlin</b>  |        |         | <b>Luxembourg</b>      |        |         | <b>Vienna</b>           |        |         |
| DomAquaree   | 2.00   | 8.00    | Gare de Luxembourg     | 1.00   | 7.20    | Mariahilfer Straße      | 3.70   | 14.80   |
| KaDeWe, P1   | 2.00   | 10.00   | Monterey               | 2.00   | 8.40    | Stiftgasse              | 3.20   | 12.80   |
| Kulturbrauerei   | 1.50   | 2.00    | St. Esprit             | 2.00   | 8.40    | Technische Universität  | 3.50   | 14.00   |
| Parkhaus am Zoo  | 2.00   | 8.00    | Théâtre                | 2.00   | 8.40    | Zimmermannplatz         | 2.60   | 10.40   |
| <b>Brussels</b>  |        |         | <b>Madrid</b>          |        |         | <b>Zagreb</b>           |        |         |
| Gare du Midi - Zuidstation   | 4.50   | 18.00   | Marqués de Urquijo     | 2.34   | 10.84   | Cvjetni                 | 1.34   | 5.36    |
| Loi - Wet  | 2.40   | 9.60    | Plaza de Colón         | 2.34   | 10.84   | Importanne Galleria     | 0.67   | 2.68    |
| Monnaie - Munt   | 2.30   | 9.20    | Plaza de los Mostenses | 2.34   | 10.84   | Langić                  | 0.94   | 3.75    |
| Parking 58   | 2.30   | 9.20    | Serranopark III        | 2.34   | 10.84   | Tuškanac                | 0.94   | 3.75    |
| <b>Copenhagen</b>  |        |         | <b>Munich</b>          |        |         | <b>Zurich</b>           |        |         |
| Amerika Plads  | 3.22   | 12.88   | CarPark Cristal        | 3.50   | 12.50   | Hohe Promenade          | 3.62   | 14.47   |
| Det Grønne P-hus   | 1.48   | 5.90    | Hbf Süd                | 2.00   | 8.00    | Opéra                   | 3.29   | 15.64   |
| Magasin  | 5.37   | 21.46   | Isarparkhaus           | 2.80   | 9.00    | Pfingstweid             | 1.65   | 8.23    |
| Nyropsgade   | 3.49   | 13.95   | Schranne               | 3.50   | 14.00   | Urania                  | 3.62   | 14.49   |

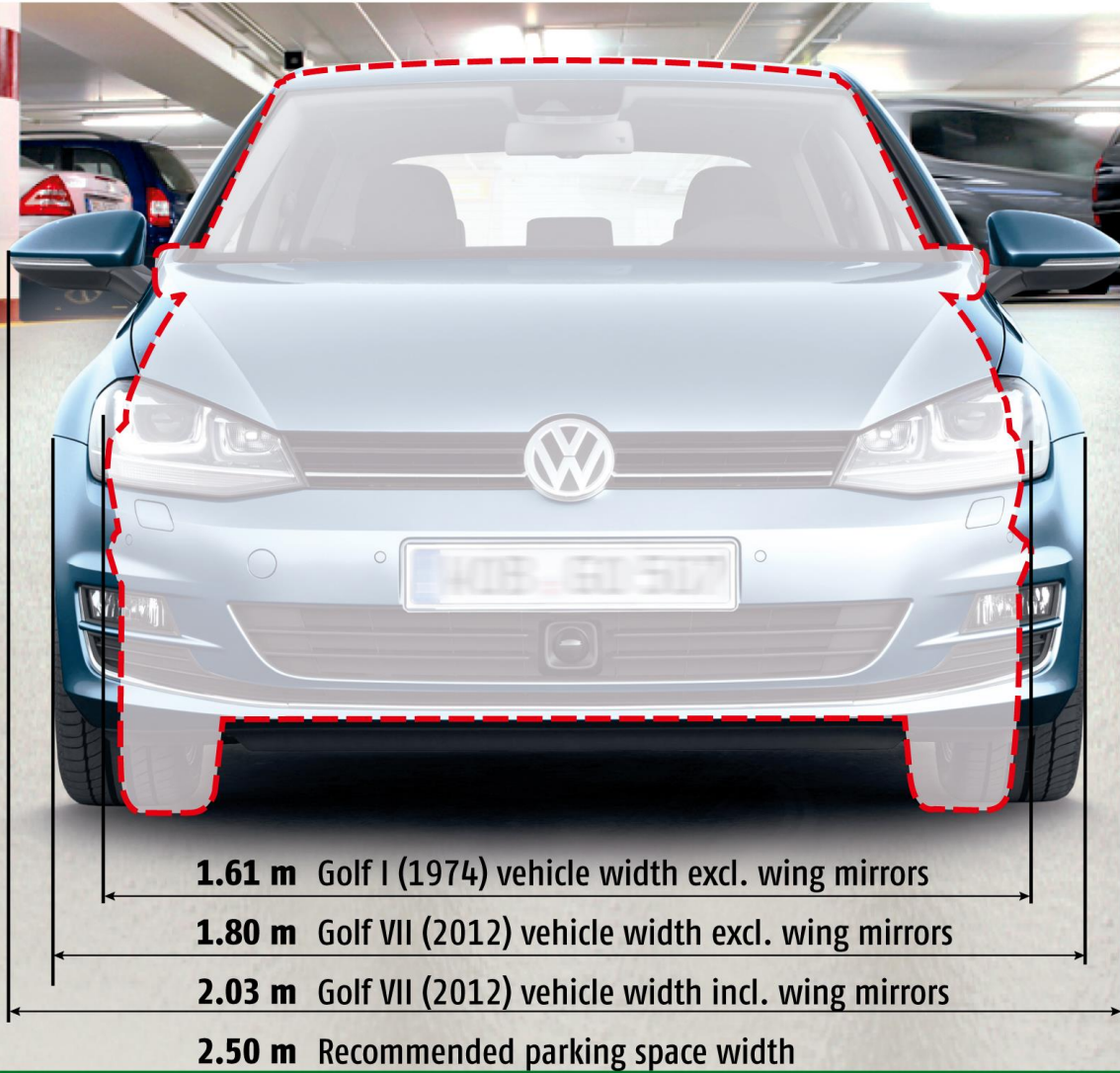
All prices are daytime rates.

\* Average (different rates apply per parking level)



## Parking space width

### EuroTest 2013: European Car Parks Modern cars need modern parking spaces



## A trip through Europe: What you should know

Some like it colourful - for example the car park operators in Barcelona and Madrid - others, in Paris, for instance, try to keep their customers happy with classical music. While some operators set great store by sophisticated architecture, others prefer sobriety and functionality. Our experts came across quite a few differences on their trip through Europe for our car park test. An overview:

### One-minute charging intervals in Barcelona and Madrid

The car parks in **Barcelona and Madrid** turned out to be the only ones in Europe to use one-minute charging intervals. In addition to being fairer, this system is also less costly for short-stay parkers. However, most of the Spanish car parks tested were much darker and more cramped than others. On top of that, wheelchair users are bound to experience difficulties. In some cases, doors and lifts were just wide enough for a wheelchair to pass through, albeit at the risk of bruising one's hands on the wheels. In both cities, there was a conspicuous abundance of on-site staff. It is well worth knowing that the license plate of any car entering a car park in Spain is usually recorded as an anti-terrorism measure. Not a pretty sight: Derelict cars fit for the scrapper, which our experts came across here and there in the tested Spanish car parks. They cannot be removed until their owners have been found. Judging by the thick layer of dust, this may take some time.

### Cashless payment not standard in tested German car parks

Not all of the car parks tested in **Berlin, Frankfurt am Main and Munich** were open around the clock, and exiting after hours was not always possible. Cashless payment was not the rule, especially not directly at the exit barrier. Clear mobile phone reception was not common either - in contrast to the other countries (with the exception of France). **Brussels** in a nutshell: All car parks tested were sparkling clean. The car parks in **Geneva and Zurich** are usually open around the clock. Car drivers unfamiliar with the Swiss way of life will not know this because it is hardly ever pointed out on any signs. Again, wheelchair users were confronted with narrow doors and lifts, just like in the Spanish car parks.

### High prices in Amsterdam and Oslo

Car drivers are in for some tight spots in the car parks tested in **Copenhagen**. Some of the drive-ways were not even wide enough to accommodate a car at right angles to the lane, making manoeuvring virtually impossible. Remarkable: EV charging points generally installed in many car parks were busier in Copenhagen than elsewhere. And: Cyclists were also taken good care of, with dedicated cycle paths and parking zones. The car parks tested in the city of **Luxembourg** offered impressively low rates. On the other hand, they also had those narrow doors and lifts that are prob-

lematic for wheelchair users. While the test candidates in **Amsterdam** had unusually high rates, the car parks in **Oslo** really took the cake. With the highest average rates in the test - €8.36 for one hour and €33.43 for four hours - parking is a luxury there. On the other hand, all of the car parks tested there had a vertical clearance of 2.10m and a comfortable parking bay width of 2.50m.

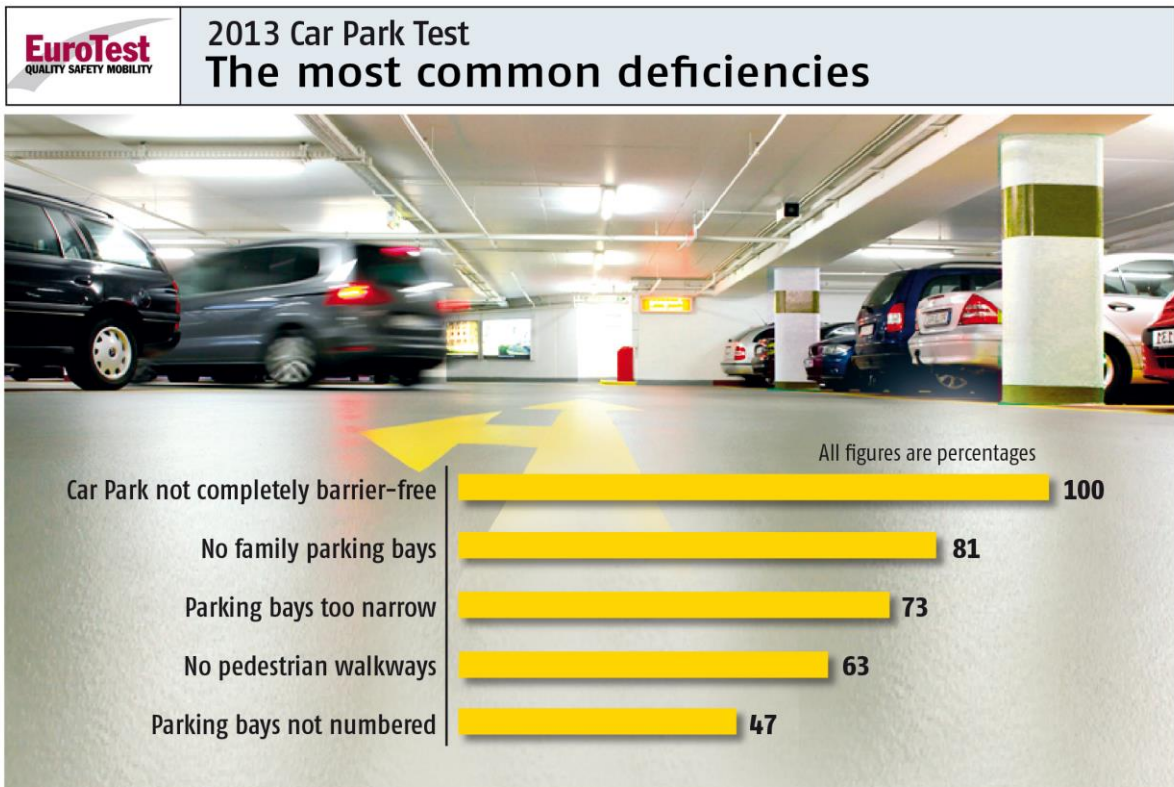
### **Wheelchair-friendly Zagreb**

The car parks tested in **Paris** use colour to mark out the different parking levels. Yet again, wheelchair users had to face the challenge of narrow doors and lifts. The nearest emergency exits were conveniently marked out on the ground. Finally, cashless payment by credit card directly at the exit barrier, without a detour via the pay machine, was standard. The car parks tested in **Vienna** undeniably exuded a certain morbid charm. Customers should not expect good maintenance. On the contrary, structural damage seemed to be a “must”. Also, there was no shortage of short parking bays: 4.80m seems to be the standard - 20cm less than in other cities. Yet, the cars are not likely to be shorter than elsewhere. Our experts were pleased with the very low rates in **Zagreb**, which were the best in the test at an average of €0.97 for one hour and €3.89 for four hours. Impressive! Also, the car parks were very wheelchair-friendly, a likely consequence of the war in Croatia: All of them had a sufficient number of wide enough parking bays, most of them with barrier-free access.

### **Motorcycle parking bays in Spain and France**

One thing applies to **all cities**: Motorcyclists will stand the best chance of finding motorcycle bays in countries with a high percentage of bike riders, e.g. Spain or France. In some places, there are even motorcycle-only car parks and rates. Three out of four car parks tested allowed motorcycle parking. German operators who do not allow motorcycles argue that motorcyclists sneak through the barriers without paying. Across Europe, LPG or NCG vehicles were denied entrance in only one out of five car parks tested.

## The most common deficiencies



## Single Results

**Dom Aquarée**

**EuroTest Rating: good**

|                                |   |
|--------------------------------|---|
| <b>City:</b>                   | Berlin/Germany                              |
| <b>Location:</b>               | Karl-Liebknecht-Straße 3/Spandauer Straße 5 |
| <b>Type:</b>                   | Underground car park                        |
| <b>Start of operation:</b>     | 2004  |
| <b>Number of parking bays:</b> | 540   |
| <b>Entrance height:</b>        | 2.10m                                       |
| <b>Test date:</b>              | 21 March 2013                               |

### Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system
- 😊 Majority of parking bays 2.50m wide
- 😊 Parking level visible from staircase
- 😊 On-site staff
- 😊 Open around the clock
  
- 😞 Confusing layout, some dead-ends
- 😞 Hanging height restrictor bar without rubber lip
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways; emergency phones not clearly identified
- 😞 Hourly rates only; no cashless payment accepted

|                                |                                   |
|--------------------------------|-----------------------------------|
| <b>City:</b>                   | Berlin/Germany                    |
| <b>Location:</b>               | Passauer Straße 1-3               |
| <b>Type:</b>                   | Above-ground car park (P1 tested) |
| <b>Start of operation:</b>     | 1966                              |
| <b>Number of parking bays:</b> | 695                               |
| <b>Vertical clearance:</b>     | 2m                                |
| <b>Test date:</b>              | 15 March 2013                     |

**Positives and negatives**

- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Paths marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
  
- 😞 No right-of-way signs at the ramps
- 😞 Damaged pavement; thorough cleaning required
- 😞 Too few parking bays for parents with children and for the disabled, the latter being too narrow at 3.30m wide
- 😞 No emergency phones
- 😞 Hourly rates only
- 😞 Exit ramp crosses pedestrian walkway; poor visibility of pedestrians

## Kulturbrauerei

EuroTest Rating: acceptable

|                         |                                   |
|-------------------------|-----------------------------------|
| Ort:                    | Berlin/Germany                    |
| Location:               | Sredzkistraße 1                   |
| Type:                   | Above-ground/underground car park |
| Start of operation:     | -                                 |
| Number of parking bays: | 246                               |
| Vertical clearance:     | 2m                                |
| Test date:              | 15 March 2013                     |

### Positives and negatives

- 😊 Dynamic parking guidance system
- 😊 Charging stations for electric vehicles
- 😊 Emergency phones
- 😊 Video surveillance of parking levels and pay machines
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Very low rates compared to other car parks in Berlin: €1.50 for up to one hour, then €2 daytime maximum (07:00h-16:00h), or €5 at night (16:00h-07:00h).
- 😊 Exiting after hours no problem
  
- 😞 Car park dirty; thorough cleaning required
- 😞 Most ramps kerbless and impossible to enter in one go, scrape marks, metal brackets as scratch guards
- 😞 Driveway not restricted to one-way traffic; dead-ends
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 No marked-out walkways
- 😞 No toilets; staircase smells of urine

## Parkhaus am Zoo

EuroTest Rating: good

|                         |                                      |
|-------------------------|--------------------------------------|
| City:                   | Berlin/Germany                       |
| Location:               | Kantstraße 8-10/ Hardenbergstraße 25 |
| Type:                   | Above-ground car park                |
| Start of operation:     | 2007                                 |
| Number of parking bays: | 520                                  |
| Vertical clearance:     | 1.90m                                |
| Test date:              | 21 March 2013                        |

### Positives and negatives

- 😊 Car park in good condition
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Parking bays 2.50m wide
- 😊 Very wide parking bays for the disabled, some 4.25m wide
- 😊 Parking levels clearly identified
- 😊 Emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 30-minute rates
- 😊 Open around the clock
- 😞 Vertical clearance: only 1.90m
- 😞 Driveway not restricted to one-way traffic
- 😞 No parking bays for parents with children
- 😞 No marked-out walkways
- 😞 No toilets
- 😞 No cashless payment accepted



# Goetheplatz

EuroTest Rating: good

|                         |                           |
|-------------------------|---------------------------|
| City:                   | Frankfurt am Main/Germany |
| Location:               | Goetheplatz 2 a           |
| Type:                   | Underground car park      |
| Start of operation:     | 2006                      |
| Number of parking bays: | 589                       |
| Vertical clearance:     | 2m                        |
| Test date:              | 19 March 2013             |

## Positives and negatives

- 😊 Well-lit car park in good condition
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Angled parking bays easy to enter
- 😊 Many parking bays designated & marked for parents with children
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Paths clearly marked out for pedestrians
- 😊 Emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 Cashless payment possible at the exit barrier (no ticket required)
- 😊 30-minute rates
- 😊 Open around the clock
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Exit ramp approachable only in a wide sweep; scrape marks
- 😞 Thorough cleaning required
- 😞 No toilet signs
- 😞 No on-site staff; no mobile phone reception
- 😞 No cashless payment possible at pay machine

# Hauptwache

EuroTest Rating: acceptable

|                         |                           |
|-------------------------|---------------------------|
| City:                   | Frankfurt am Main/Germany |
| Location:               | Kornmarkt 10              |
| Type:                   | Above-ground car park     |
| Start of operation:     | 1956                      |
| Number of parking bays: | 426                       |
| Vertical clearance:     | 2m                        |
| Test date:              | 19 March 2013             |

## Positives and negatives

- 😊 Dynamic parking guidance system
- 😊 Scratch guards on many columns
- 😊 Parking bays designated & marked for parents with children; parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 30-minute rates; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock

- 😞 Hanging height restrictor bar placed too low
- 😞 Deteriorated markings
- 😞 Ramps kerbless for the most part
- 😞 Poorly lit driveways
- 😞 Parking bays much too narrow at 2.25m wide
- 😞 Parking bays not numbered
- 😞 No marked-out walkways; elevated accident risk when walking to the staircase on the inside of the ramps

## Note

- Oldest car park in Germany

## Moselstraße

EuroTest Rating: poor

|                         |                                   |
|-------------------------|-----------------------------------|
| City:                   | Frankfurt am Main/Germany         |
| Location:               | Moselstraße 41-43                 |
| Type:                   | Above-ground/underground car park |
| Start of operation:     | 1967                              |
| Number of parking bays: | 280                               |
| Vertical clearance:     | 2m                                |
| Test date:              | 19 March 2013                     |

### Positives and negatives

- 😊 Dynamic parking guidance system
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😞 Partly run-down and dirty car park; moisture damage and puddles
- 😞 Confusing layout
- 😞 No hanging height restrictor bars
- 😞 No right-of-way signs at the ramps
- 😞 Weakly lit parking bays; poor marking
- 😞 Parking bay widths vary, some much too narrow at 2.19m wide
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 Parking levels not clearly identified
- 😞 No marked-out walkways
- 😞 No emergency phones; no mobile phone reception
- 😞 Hourly rates only; at €2.90, the first hour is very expensive compared to other car parks in Frankfurt
- 😞 Closes at 22:00h (17:00h on Saturdays); no exiting after hours

# OpernTurm

EuroTest Rating: acceptable

|                         |                           |
|-------------------------|---------------------------|
| City:                   | Frankfurt am Main/Germany |
| Location:               | Bockenheimer Anlage 47    |
| Type:                   | Underground car park      |
| Start of operation:     | 2009                      |
| Number of parking bays: | 580                       |
| Vertical clearance:     | 2m                        |
| Test date:              | 19 March 2013             |

## Positives and negatives

- 😊 Car park in good condition, clearly laid-out, well-lit and clean
- 😊 Dynamic parking guidance system; parking bays more than 2.50m wide
- 😊 Parking bays designated & marked for parents with children
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Clearly marked-out walkways for pedestrians; parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 Rigid height restrictor bar
- 😞 Kerbless ramps
- 😞 Direction arrows (white on light-gray background) difficult to discern
- 😞 Emergency phones only in the staircase
- 😞 Pay machine control panel too high up for wheelchair users
- 😞 Hourly rates only

## CarPark Cristal

EuroTest Rating:very poor

|                         |                                   |
|-------------------------|-----------------------------------|
| City:                   | Munich/Germany                    |
| Location:               | Schwanthalerstraße 36             |
| Type:                   | Above-ground/underground car park |
| Start of operation:     | 1986                              |
| Number of parking bays: | 220                               |
| Vertical clearance:     | 1.85m                             |
| Test date:              | 25 March 2013                     |

### Positives and negatives

- 😊 Clear layout
- 😊 Emergency phones
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Open around the clock
  
- 😞 Car park in poor condition
- 😞 Insufficient queuing space in front of the entrance
- 😞 Vertical clearance: only 1.85m
- 😞 Insufficient signing
- 😞 Entrance ramp too steep
- 😞 Damaged pavement
- 😞 Generally no lane markings; deteriorated parking bay markings
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 Parking level not visible from staircase
- 😞 No toilet signs
- 😞 No cashless payment accepted
- 😞 Hourly rates only

**Note**

- Traffic lights allowed traffic to alternate between going up and going down the ramp between parking levels. This could result in rather long waits, even with normal traffic volumes.

## Hbf Süd

EuroTest Rating: poor

|                         |                      |
|-------------------------|----------------------|
| City:                   | Munich/Germany       |
| Location:               | Senefelderstraße 6   |
| Type:                   | Underground car park |
| Start of operation:     | -                    |
| Number of parking bays: | 255                  |
| Vertical clearance:     | 2m                   |
| Test dates:             | 25/26 March 2013     |

### Positives and negatives

- 😊 Dynamic parking guidance system
- 😊 Video surveillance of sensitive areas
- 😊 Cashless payment possible at pay machine
- 😊 First-hour rate of €2.00 very low compared to other car parks in Munich
- 😊 Open around the clock
  
- 😞 Very confusing layout; many dead-ends
- 😞 Car park poorly maintained and dirty; moisture damage, ingress of water, and rusty steel girders
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Insufficient signing
- 😞 Ramps partly kerbless
- 😞 Damaged pavement; thorough cleaning required
- 😞 Driveway not restricted to one-way traffic
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; only one parking bay for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones; no mobile phone reception
- 😞 Parking level not visible from staircase
- 😞 No toilet signs; parking levels smell of urine
- 😞 Hourly rates only

# Isarparkhaus

EuroTest Rating: acceptable

|                         |                                   |
|-------------------------|-----------------------------------|
| City:                   | Munich/Germany                    |
| Location:               | Baaderstraße 6                    |
| Type:                   | Above-ground/underground car park |
| Start of operation:     | 1953                              |
| Number of parking bays: | 288                               |
| Entrance height:        | 2.10m                             |
| Test dates:             | 25/26 March 2013                  |

## Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system
- 😊 Charging stations for electric vehicles
- 😊 Emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 30-minute rates
- 😞 Hanging height restrictor bar placed too high
- 😞 Insufficient signing
- 😞 Poor markings
- 😞 Kerbless ramps
- 😞 Driveway not restricted to one-way traffic; dead-ends
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; too few parking bays for the disabled
- 😞 No marked-out walkways
- 😞 Closes at 02:30h; no exit after hours



## Schranne

EuroTest Rating: acceptable

|                         |   |
|-------------------------|---|
| City:                   | Munich/Germany                              |
| Location:               | Prälat-Zistl-Straße 3                       |
| Type:                   | Underground car park                        |
| Start of operation:     | 2005  |
| Number of parking bays: | 174   |
| Vertical clearance:     | 2.00m and 2.50m, depending on parking level |
| Test dates:             | 25/26 March 2013                            |

### Positives and negatives

- 😊 Car park in good condition; clear layout
- 😊 2.50m vertical clearance in parking level 3
- 😊 Clear signing and marking; dynamic parking guidance system
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Paths clearly marked out for pedestrians
- 😊 Emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 No hanging height restrictor bars
- 😞 Insufficient separation of opposite traffic lane on ramps
- 😞 Some dead-ends
- 😞 Maximum parking bay width of 2.36m is rather narrow
- 😞 Too few parking bays for parents with children
- 😞 Parking bays not numbered
- 😞 No mobile phone reception
- 😞 Hourly rates only; first-hour rate of €3.50 is very expensive compared to other car parks in Munich

## Amerika Plads

EuroTest Rating: poor

|                         |                      |
|-------------------------|----------------------|
| City:                   | Copenhagen/Denmark   |
| Location:               | Dampfærgevej 28      |
| Type:                   | Underground car park |
| Start of operation:     | 2005                 |
| Number of parking bays: | 814                  |
| Vertical clearance:     | 2.20m                |
| Test date:              | 11 April 2013        |

### Positives and negatives

- 😊 Vertical clearance: 2.20m
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible at pay machine
- 😊 30-minute rates
- 😊 Open around the clock
- 😞 Car park dirty; thorough cleaning required
- 😞 Confusing layout, some dead-ends
- 😞 No hanging height restrictor bars
- 😞 Kerbless ramps; no opposing traffic separation
- 😞 Driveway not restricted to one-way traffic
- 😞 No signs on parking levels; poor markings
- 😞 No parking bays for parents with children; parking bays for the disabled too narrow (3.12m)
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets
- 😞 Numerical code required to use lift

## Det Grønne P-hus

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Copenhagen/Denmark    |
| Location:               | Blågårdsgade 57       |
| Type:                   | Above-ground car park |
| Start of operation:     | 2007                  |
| Number of parking bays: | 215                   |
| Vertical clearance:     | 2.05m                 |
| Test date:              | 10 April 2013         |

### Positives and negatives

- 😊 Clear signing
- 😊 No parking bays adjacent to columns
- 😊 Parking bays 2.50m wide
- 😊 Some parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Cashless payment possible at pay machine
- 😊 First-hour rate of €1.48 very low compared to other car parks in Copenhagen
- 😊 Open around the clock
- 😞 No vacant/occupied display and no indication of charges at the entrance; hanging height restrictor bar without rubber lip
- 😞 Kerbless ramps; some areas without visual contact between upward and downward traffic on ramps as well as traffic on parking levels
- 😞 No floor paving; thorough cleaning required
- 😞 Narrow driveway; no direction arrows
- 😞 Poor parking bay markings; parking bays not numbered
- 😞 No parking bays for parents with children
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No video surveillance; no on-site staff
- 😞 No toilets
- 😞 Hourly rates only

**Note**

- There were no entrance and exit barriers. The prepaid parking ticket had to be visibly displayed behind the windscreen
- No charge for the disabled

## Magasin

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Copenhagen/Denmark    |
| Location:               | Bremerholm 2          |
| Type:                   | Above-ground car park |
| Start of operation:     | 1968                  |
| Number of parking bays: | 214                   |
| Vertical clearance:     | 1.90m                 |
| Test date:              | 11 April 2013         |

### Positives and negatives

- 😊 Car park in good condition; clear layout
- 😊 Flat entrance and exit ramps with marked-out kerbs
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Mainly angled parking bays, which were easy to enter
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Exiting after hours no problem
- 😞 Vertical clearance: only 1.90m
- 😞 Some dead-ends
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 Parking bays not numbered
- 😞 Walkways partly unmarked
- 😞 No emergency phones
- 😞 No toilet signs
- 😞 Lift not wheelchair-friendly
- 😞 Hourly rates only; first-hour rate of €5.37 is very expensive compared to other car parks in Copenhagen

## Nyropsgade

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Copenhagen/Denmark    |
| Location:               | Nyropsgade 6          |
| Type:                   | Above-ground car park |
| Start of operation:     | -                     |
| Number of parking bays: | 346                   |
| Entrance height:        | 2.10m                 |
| Test date:              | 10 April 2013         |

### Positives and negatives

- 😊 Clear layout
- 😊 Vertical clearance: 2.10m
- 😊 High-contrast markings on ramp kerbs
- 😊 Parking bays 2.50m wide
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
  
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Narrow ramp, visible scrape marks
- 😞 Very dim driveway lighting; only few direction arrows; poor markings
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled although advertised at the entrance
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones; no on-site staff
- 😞 Parking level not visible from staircase
- 😞 No toilets
- 😞 Hourly rates only; just one pay machine

**Note**

- The entrance barrier was removed after the test and is no longer in place. The prepaid parking ticket has to be visibly displayed behind the windscreen.
- Pay by mobile was implemented after the test

## Cornavin

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Geneva/Switzerland   |
| Location:               | Place de Cornavin    |
| Type:                   | Underground car park |
| Start of operation:     | 1981                 |
| Number of parking bays: | 910                  |
| Vertical clearance:     | 2m                   |
| Test date:              | 16 April 2013        |

### Positives and negatives

- 😊 Dynamic parking guidance system
- 😊 Angled parking bays easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Wide and clearly marked-out pedestrian walkways
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 First ten minutes free of charge, then 30-minute rates apply; cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 Rates and opening hours not displayed at the entrance
- 😞 Rigid steel girder as second height restrictor
- 😞 Parking bay width of 2.34m is rather narrow
- 😞 Short parking bays not marked out
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 Parking bays not numbered
- 😞 No emergency phones



## Mont-Blanc

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Geneva/Switzerland   |
| Location:               | Quai Général Guisan  |
| Type:                   | Underground car park |
| Start of operation:     | 1972                 |
| Number of parking bays: | 1,535                |
| Vertical clearance:     | 1.95m                |
| Test date:              | 16 April 2013        |

### Positives and negatives

- 😊 Well-lit car park
- 😊 Clear signing
- 😊 Pedestrian guidance system; walkways clearly marked out
- 😊 Many emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 Opening hours not displayed at the entrance
- 😞 Steel girder as height restrictor
- 😞 Steep entrance and exit ramps
- 😞 Some areas without visual contact between upward and downward traffic on ramps as well as traffic on parking levels
- 😞 Partly damaged pavement and lane markings
- 😞 Parking bay width of 2.30m much too narrow
- 😞 No parking bays for parents with children and too few for the disabled

## Plainpalais

EuroTest Rating: acceptable

|                         |  |
|-------------------------|--|
| City:                   | Geneva/Switzerland                       |
| Location:               | Avenue du Mail/Rond-Point de Plainpalais |
| Type:                   | Underground car park                     |
| Start of operation:     | 1979                                     |
| Number of parking bays: | 800                                      |
| Vertical clearance:     | 2m                                       |
| Test date:              | 15 April 2013                            |

### Positives and negatives

- 😊 Flat entrance and exit ramps
- 😊 Clear signing and marking
- 😊 Dynamic parking guidance system
- 😊 Parking levels clearly identified
- 😊 Paths clearly marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Cashless payment possible at pay machine
- 😊 30-minute rates; first-hour rate of €1.65 is low compared to other car parks in Geneva
- 😊 Open around the clock
  
- 😞 Rates and opening hours not displayed at the entrance
- 😞 Rigid steel girder as second height restrictor
- 😞 Ramp bases not rounded enough, scrape marks at the transition from the ramps to the parking levels
- 😞 Partly damaged pavement and markings; thorough cleaning required
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 Too few emergency phones and not clearly marked
- 😞 No video surveillance on parking levels
- 😞 No on-site staff

### Note

- The parking ticket was valid as a local public transport ticket for two persons

## Saint-Antoine

EuroTest Rating: acceptable

|                         |                                   |
|-------------------------|-----------------------------------|
| City:                   | Geneva/Switzerland                |
| Location:               | Boulevard-Emil-Jaques-Dalcroze 10 |
| Type:                   | Underground car park              |
| Start of operation:     | 1995                              |
| Number of parking bays: | 500                               |
| Vertical clearance:     | 2m                                |
| Test date:              | 15 April 2013                     |

### Positives and negatives

- 😊 Clear layout
- 😊 Very flat ramps
- 😊 Dynamic parking guidance system
- 😊 Angled parking bays easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Parking level visible from staircase
- 😊 On-site staff
- 😊 First ten minutes free of charge, then 20-minute rates; cashless payment possible at pay machine
- 😊 Open around the clock
  
- 😞 Moisture damage and puddles; thorough cleaning required
- 😞 Opening hours not displayed at the entrance
- 😞 Rigid steel girder as second height restrictor
- 😞 Poorly lit driveways
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No video surveillance on parking levels

## Hohe Promenade

EuroTest rating:

good

|                         |                      |
|-------------------------|----------------------|
| City:                   | Zurich/Switzerland   |
| Location:               | Rämistraße 22 a      |
| Type:                   | Underground car park |
| Start of operation:     | 1960                 |
| Number of parking bays: | 556                  |
| Entrance height:        | 2.10m                |
| Test date:              | 18 April 2013        |

### Positives and negatives

- 😊 Car park in good condition, well-lit and clean
- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 Some parking bays unrestricted by columns; otherwise, slender columns with scratch guards
- 😊 Mainly angled parking bays, which were easy to enter
- 😊 Minimum parking bay width 2.50m; specially marked-out XXL parking bays more than 3m wide
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Pedestrian guidance system; walkways with direction arrows and exit location information
- 😊 Emergency phones
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 15-minute rates
- 😊 Open around the clock
- 😞 Moisture damage
- 😞 Rates and opening hours not displayed at the entrance
- 😞 Insufficient signing
- 😞 Too few parking bays for the disabled
- 😞 Lift not wheelchair-friendly

# Opéra

EuroTest rating: good

Best in test

|                         |                      |
|-------------------------|----------------------|
| City:                   | Zurich/Switzerland   |
| Location:               | Schillerstraße 1     |
| Type:                   | Underground car park |
| Start of operation:     | 2012                 |
| Number of parking bays: | 299                  |
| Entrance height:        | 2.10m                |
| Test date:              | 18 April 2013        |

## Positives and negatives

- 😊 New car park in good condition; clearly laid-out, well-lit and clean
- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Angled parking bays easy to enter
- 😊 Very wide parking bays (2.61m wide)
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 30-minute rates
- 😊 Open around the clock
- 😞 Rates and opening hours not displayed at the entrance; no hanging height restrictor bar
- 😞 Narrow entrance and exit ramps, visible scrape marks
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways

## Note

- Sophisticated, appealing architecture; information on archeological finds

## Pfingstweid

EuroTest Rating: poor

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Zurich/Switzerland    |
| Location:               | Pfingstweidstraße 3   |
| Type:                   | Above-ground car park |
| Start of operation:     | 1981                  |
| Number of parking bays: | 276                   |
| Vertical clearance:     | 2m                    |
| Test date:              | 17 April 2013         |

### Positives and negatives

- 😊 Clear layout
- 😊 Video surveillance of sensitive areas
- 😊 Cashless payment possible at pay machine
- 😊 30-minute rates; first-hour rate of €1.65 is low compared to other car parks in Zurich
- 😊 Open around the clock
- 😞 Dirty car park; burst concrete, damaged railing
- 😞 Rates and opening hours not displayed at the entrance
- 😞 Damaged pavement; thorough cleaning required
- 😞 Poor lane markings; no direction arrows; many dead-ends
- 😞 Parking bays much too narrow at 2.31m wide
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 No marked-out walkways; elevated accident risk when walking to the staircase on the inside of the ramps
- 😞 No emergency phones
- 😞 Parking level not visible from staircase
- 😞 No toilets
- 😞 No on-site staff

## Urania

**EuroTest Rating: acceptable**

|                                |                      |
|--------------------------------|----------------------|
| <b>City:</b>                   | Zurich/Switzerland   |
| <b>Location:</b>               | Uraniastraße 3       |
| <b>Type:</b>                   | Underground car park |
| <b>Start of operation:</b>     | 1970                 |
| <b>Number of parking bays:</b> | 607                  |
| <b>Entrance height:</b>        | 2.10m                |
| <b>Test date:</b>              | 17 April 2013        |

### Positives and negatives

- 😊 Car park in good condition; clear layout
- 😊 Vertical clearance: 2.10m
- 😊 Clear signing; dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns; angled parking bays easy to enter
- 😊 Paths clearly marked out for pedestrians
- 😊 Emergency phones; on-site staff
- 😊 Parking level visible from staircase
- 😊 15-minute rates; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
  
- 😞 Rates and opening hours not displayed at the entrance
- 😞 Poorly lit ramps and driveways
- 😞 Partly deteriorated lane markings
- 😞 Parking bays too narrow at 2.30m wide
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No video surveillance on parking levels
- 😞 Way out always leads through all parking levels



## Gare de Luxembourg

EuroTest rating: good

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Luxembourg/Luxembourg |
| Location:               | Place de la Gare 9    |
| Type:                   | Above-ground car park |
| Start of operation:     | -                     |
| Number of parking bays: | 638                   |
| Entrance height:        | 2.10m                 |
| Test date:              | 23 April 2013         |

### Positives and negatives

- 😊 Car park in good condition, clearly laid-out, well-lit and clean
- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Parking bays 2.50m wide
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Parking levels clearly identified
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 First 30 minutes free of charge; first-hour rate of €1.00 low compared to other car parks in Luxembourg
- 😊 Open around the clock
- 😞 No signs with car park name
- 😞 Opening hours not displayed at the entrance
- 😞 No parking bays for parents with children
- 😞 Parking bays not numbered
- 😞 Emergency phones only in the staircase
- 😞 Hourly rates only

## Monterey

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Luxembourg/Luxembourg |
| Location:               | Avenue Monterey 28    |
| Type:                   | Underground car park  |
| Start of operation:     | -                     |
| Number of parking bays: | 340                   |
| Vertical clearance:     | 2m                    |
| Test dates:             | 23/24 April 2013      |

### Positives and negatives

- 😊 Dynamic parking guidance system; parking bays 2.50m wide
- 😊 Parking levels clearly identified
- 😊 Paths clearly marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 15-minute rates; cashless payment possible at pay machine
- 😊 Open around the clock
  
- 😞 Rigid steel girder as height restrictor
- 😞 Damaged pavement
- 😞 Deteriorated lane markings
- 😞 No parking bays for parents with children
- 😞 Too few parking bays for the disabled
- 😞 No emergency phones

## St. Esprit

EuroTest Rating: acceptable

|                         |                                       |
|-------------------------|---------------------------------------|
| City:                   | Luxembourg/Luxembourg                 |
| Location:               | Boulevard Franklin Delano Roosevelt 8 |
| Type:                   | Underground car park                  |
| Start of operation:     | 1985                                  |
| Number of parking bays: | 578                                   |
| Vertical clearance:     | 2m                                    |
| Test dates:             | 23/24 April 2013                      |

### Positives and negatives

- 😊 Well-lit car park
- 😊 Flat entrance and exit ramps
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 15-minute rates
- 😊 Open around the clock
  
- 😞 Steep connecting ramps
- 😞 Damaged pavement; thorough cleaning required
- 😞 Poor markings
- 😞 Parking bays too narrow at 2.30m wide
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets

## Théâtre

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Luxembourg/Luxembourg |
| Location:               | Place du Théâtre      |
| Type:                   | Underground car park  |
| Start of operation:     | -                     |
| Number of parking bays: | 450                   |
| Vertical clearance:     | 2m                    |
| Test date:              | 23 April 2013         |

### Positives and negatives

- 😊 Well-lit car park
- 😊 Most parking bays unrestricted by columns
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 15-minute rates
- 😊 Open around the clock
  
- 😞 Moisture damage as well as rust on girders and hangers; ingress of water on 5th underground level
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Makeshift paper signs here and there
- 😞 Ramp kerbs much too high
- 😞 Damaged pavement; thorough cleaning required
- 😞 Deteriorated lane markings and direction arrows
- 😞 Parking bays too narrow at 2.30m wide; parking bays not numbered
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones

# Champs-Élysées

EuroTest Rating: acceptable

|                         |                              |
|-------------------------|------------------------------|
| City:                   | Paris/France                 |
| Location:               | Avenue des Champs-Élysées 64 |
| Type:                   | Underground car park         |
| Start of operation:     | 1993                         |
| Number of parking bays: | 828                          |
| Vertical clearance:     | 1.90m                        |
| Test date:              | 2 May 2013                   |

## Positives and negatives

- 😊 Clear layout
- 😊 Clear signing and marking
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 Some parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Paths clearly marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 30-minute rates; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Vertical clearance: only 1.90m
- 😞 Rigid girders as height restrictors, without rubber lip and unmarked
- 😞 Kerbless ramps
- 😞 Partly damaged pavement
- 😞 Narrow driveway
- 😞 Short parking bays not marked out
- 😞 No parking bays for parents with children
- 😞 Parking bays not numbered
- 😞 No emergency phones

## George V

EuroTest Rating: acceptable

|                         |                               |
|-------------------------|-------------------------------|
| City:                   | Paris/France                  |
| Location:               | Avenue des Champs-Élysées 103 |
| Type:                   | Underground car park          |
| Start of operation:     | 1965                          |
| Number of parking bays: | 1,338                         |
| Vertical clearance:     | 1.90m                         |
| Test date:              | 2 May 2013                    |

### Positives and negatives

- 😊 Clear layout
- 😊 Clear signing
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Angled parking bays easy to enter
- 😊 Short parking bays specially marked
- 😊 Parking bays for the disabled with dedicated parking guidance system
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 30-minute rates
- 😊 Open around the clock
  
- 😞 Vertical clearance: only 1.90m
- 😞 Rigid steel girder as second height restrictor
- 😞 Ramps kerbless for the most part; tops of ramps not rounded enough, scrape marks at the transition from the ramps to the parking levels
- 😞 Partly damaged pavement
- 😞 Partly deteriorated lane markings
- 😞 Some parking bays too narrow at 2.29m wide
- 😞 No parking bays for parents with children

☹️ No barrier-free access to parking bays for the disabled due to absence of automatic doors and narrow lift

☹️ Parking bays not numbered

☹️ No marked-out walkways in some areas

☹️ No emergency phones; no mobile phone reception

# Opéra Meyerbeer

EuroTest Rating: acceptable

|                         |                              |
|-------------------------|------------------------------|
| City:                   | Paris/France                 |
| Location:               | Rue de la Chaussée d'Antin 3 |
| Type:                   | Underground car park         |
| Start of operation:     | 1968                         |
| Number of parking bays: | 554                          |
| Vertical clearance:     | 1.90m                        |
| Test date:              | 2 May 2013                   |

## Positives and negatives

- 😊 Clear layout
- 😊 Clear signing
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Some parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Paths clearly marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Car park in poor condition; substantial moisture damage and puddles, burst concrete
- 😞 Vertical clearance: only 1.90m
- 😞 Kerbless ramps
- 😞 Partly damaged pavement; thorough cleaning required
- 😞 Narrow driveway; partly deteriorated markings
- 😞 Parking bays too narrow at 2.30m wide
- 😞 No parking bays for parents with children
- 😞 No barrier-free access to parking bays for the disabled due to absence of automatic doors and narrow lift
- 😞 No emergency phones; no mobile phone reception



☹️ Hourly rates only

## Quai Branly-Tour Eiffel

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Paris/France         |
| Location:               | Quai Branly 25       |
| Type:                   | Underground car park |
| Start of operation:     | 2006                 |
| Number of parking bays: | 508                  |
| Vertical clearance:     | 2m                   |
| Test date:              | 3 May 2013           |

### Positives and negatives

- 😊 Car park in good condition, well-lit and clean
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Paths clearly marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 30-minute rates; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Ramp bases not rounded enough, scrape marks at the transition from the ramps to the parking levels
- 😞 Partly deteriorated lane markings
- 😞 Path around parking levels too narrow
- 😞 No parking bays for parents with children
- 😞 No emergency phones; no mobile phone reception

## Gare du Midi - Zuidstation

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Brussels/Belgium     |
| Location:               | Rue de France 40     |
| Type:                   | Underground car park |
| Start of operation:     | 2001                 |
| Number of parking bays: | 1,700                |
| Vertical clearance:     | 2m                   |
| Test date:              | 7 May 2013           |

### Positives and negatives

- 😊 Clear signing and marking
- 😊 Dynamic parking guidance system
- 😊 Scratch guards on columns
- 😊 Parking bays 2.53m wide
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Partly damaged pavement; puddles
- 😞 Driveway not restricted to one-way traffic
- 😞 Short parking bays not marked out
- 😞 No parking bays for parents with children
- 😞 No marked-out walkways in some areas
- 😞 No emergency phones
- 😞 No toilet signs
- 😞 Hourly rates only; first-hour rate of €4.50 is very expensive compared to other car parks in Brussels

|                         |                      |
|-------------------------|----------------------|
| City:                   | Brussels/Belgium     |
| Location:               | Rue de la Loi 19     |
| Type:                   | Underground car park |
| Start of operation:     | 1969                 |
| Number of parking bays: | 1,137                |
| Vertical clearance:     | 1.90m                |
| Test date:              | 8 May 2013           |

### Positives and negatives

- 😊 Clear layout
- 😊 Clear signing
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😞 Moisture damage and considerably damaged expansion joints
- 😞 Vertical clearance: only 1.90m; hanging height restrictor bar without rubber lip; no indication of opening hours at the entrance
- 😞 Damaged pavement; deteriorated lane markings
- 😞 Parking bays too narrow at 2.30m wide and too short at 4.80m long
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No lift
- 😞 Hourly rates only
- 😞 No information on exiting after hours

## Monnaie - Munt

EuroTest Rating: acceptable

|                         |                        |
|-------------------------|------------------------|
| City:                   | Brussels/Belgium       |
| Location:               | Place de la Monnaie 25 |
| Type:                   | Underground car park   |
| Start of operation:     | 1963                   |
| Number of parking bays: | 593                    |
| Vertical clearance:     | 1.90m                  |
| Test date:              | 7 May 2013             |

### Positives and negatives

- 😊 Clean car park
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 Some angled parking bays, easy to enter
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Parking levels clearly identified
- 😊 Parking level visible from main staircase
- 😊 Video surveillance of sensitive areas
- 😊 Cashless payment possible at pay machine
- 😊 Exiting after hours no problem
- 😞 Ingress of water in some places; burst concrete in many places; wet floor and wet walls on 5th underground level
- 😞 Vertical clearance: only 1.90m; hanging height restrictor bar without rubber lip
- 😞 Damaged pavement
- 😞 No parking bays for parents with children
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets
- 😞 Hourly rates only

## Parking 58

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Brussels/Belgium      |
| Location:               | Rue de l'Eveque 1     |
| Type:                   | Above-ground car park |
| Start of operation:     | 1959                  |
| Number of parking bays: | 589                   |
| Vertical clearance:     | 2m                    |
| Test dates:             | 7/8 May 2013          |

### Positives and negatives

- 😊 Clearly laid-out, clean car park
- 😊 No parking bays adjacent to columns
- 😊 Angled parking bays easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 Exiting after hours no problem
- 😞 Concrete burst all the way to the steel girders; rust on the girders
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Insufficient signing
- 😞 Ramps kerbless for the most part
- 😞 Damaged pavement; poor lane markings
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 Parking level generally not visible from staircase
- 😞 Hourly rates only

## Mariahilfer Straße

EuroTest Rating: poor

|                         |                        |
|-------------------------|------------------------|
| City:                   | Vienna/Austria         |
| Location:               | Mariahilfer Straße 123 |
| Type:                   | Underground car park   |
| Start of operation:     | 1992                   |
| Number of parking bays: | 360                    |
| Vertical clearance:     | 2m                     |
| Test date:              | 15 May 2013            |

### Positives and negatives

- 😊 Dynamic parking guidance system
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 Dirty car park; serious water damage in many places, including cable guides; concrete burst in the ceiling
- 😞 Confusing layout, some dead-ends
- 😞 Rigid, unmarked transverse bar as height restrictor at the entrance
- 😞 Insufficient signing and lane markings
- 😞 Entering the ramps not possible in one go; no opposing traffic separation.
- 😞 Damaged pavement; thorough cleaning required
- 😞 Narrow driveway
- 😞 Parking bays too narrow at 2.30m wide
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets
- 😞 No video surveillance on parking levels; no on-site staff
- 😞 Only one pay machine

☹️ Hourly rates only

☹️ Poor visibility of pedestrians at the exit



## Stiftgasse

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Vienna/Austria        |
| Location:               | Stiftgasse 5-9        |
| Type:                   | Above-ground car park |
| Start of operation:     | 1971                  |
| Number of parking bays: | 737                   |
| Entrance height:        | 2.10m                 |
| Test date:              | 15 May 2013           |

### Positives and negatives

- 😊 Car park in good condition, well-lit and clean
- 😊 Vertical clearance: 2.10m
- 😊 Clear signing
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Partly damaged pavement
- 😞 Parking bays too short at 4.80m; some parking bays have restricted width and height at the rear
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets
- 😞 Hourly rates only

|                         |                      |
|-------------------------|----------------------|
| City:                   | Vienna/Austria       |
| Location:               | Operngasse 13        |
| Type:                   | Underground car park |
| Start of operation:     | 1985                 |
| Number of parking bays: | 367                  |
| Vertical clearance:     | 2m                   |
| Test dates:             | 15/16 May 2013       |

**Positives and negatives**

- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock

- 😞 Confusing layout
- 😞 Entrance and exit ramps too steep
- 😞 Entering ramps not possible in one go; sharp-edged, twisted metal edges on the kerbs, posing tyre damage risk.
- 😞 Thorough cleaning required
- 😞 Parking bays very poorly lit
- 😞 Wide walls next to parking bays impair view of traffic on driveway
- 😞 Parking bays too narrow at 2.30m wide and too short at 4.80m long
- 😞 Parking bays for parents with children much too narrow at 2.30m wide; parking bays for the disabled too narrow at 3.30m wide and too short at 4.80m long
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 Parking level not visible from staircase
- 😞 No toilet signs
- 😞 Only one pay machine
- 😞 Hourly rates only

## Zimmermannplatz

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Vienna/Austria       |
| Location:               | Zimmermannplatz      |
| Type:                   | Underground car park |
| Start of operation:     | 2007                 |
| Number of parking bays: | 206                  |
| Vertical clearance:     | 2.20m                |
| Test dates:             | 15/16 May 2013       |

### Positives and negatives

- 😊 Vertical clearance: 2.20m
- 😊 Clear signing and marking
- 😊 Parking levels clearly identified
- 😊 Wheelchair-friendly lifts
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 First-hour rate of €2.60 very low compared to other car parks in Vienna
- 😊 Open around the clock
  
- 😞 Dirty car park; water damage
- 😞 Rigid girder as height restrictor, no rubber lip
- 😞 Some areas without visual contact between upward and downward traffic on ramps as well as traffic on parking levels
- 😞 Driveway not restricted to one-way traffic; poorly lit parking bays
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones; no video surveillance on parking levels
- 😞 No toilets
- 😞 Hourly rates only; just one pay machine

## Plaza de Colón

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Madrid/Spain         |
| Location:               | Plaza Colón          |
| Type:                   | Underground car park |
| Start of operation:     | 1973                 |
| Number of parking bays: | 615                  |
| Vertical clearance:     | 1.90m                |
| Test date:              | 27 May 2013          |

### Positives and negatives

- 😊 Clear signing
- 😊 Dynamic parking guidance system
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 One-minute charging intervals
- 😊 Open around the clock
- 😞 Dark and dirty car park; moisture damage
- 😞 No signs with car park name
- 😞 Vertical clearance: only 1.90m
- 😞 Hanging height restrictor bar without rubber lip and placed too low
- 😞 Damaged pavement; thorough cleaning required
- 😞 Narrow driveway; partly deteriorated markings
- 😞 Parking bays too narrow at 2.33m wide
- 😞 Parking bays for parents with children too narrow at 2.33m wide
- 😞 Emergency phones not clearly identified

## Marqués de Urquijo

EuroTest Rating: acceptable

|                         |                              |
|-------------------------|------------------------------|
| City:                   | Madrid/Spain                 |
| Location:               | Calle del Marqués de Urquijo |
| Type:                   | Underground car park         |
| Start of operation:     | 1977                         |
| Number of parking bays: | 450                          |
| Vertical clearance:     | 1.95m                        |
| Test date:              | 28 May 2013                  |

### Positives and negatives

- 😊 Clear layout
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Parking levels clearly identified
- 😊 Paths clearly marked out for pedestrians
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible at pay machine
- 😊 One-minute charging intervals
- 😊 Open around the clock
- 😞 Considerable moisture damage
- 😞 No hanging height restrictor bars
- 😞 Inconsistent lighting
- 😞 Ramps approachable only in a wide sweep; scrape marks
- 😞 Narrow driveway
- 😞 Too few parking bays for parents with children and too narrow (2.40m)
- 😞 Car park not wheelchair-friendly; too few parking bays for the disabled
- 😞 No emergency phones

## Plaza de los Mostenses

EuroTest Rating: acceptable

|                         |                        |
|-------------------------|------------------------|
| City:                   | Madrid/Spain           |
| Location:               | Plaza de los Mostenses |
| Type:                   | Underground car park   |
| Start of operation:     | 1965                   |
| Number of parking bays: | 361                    |
| Vertical clearance:     | 1.90m                  |
| Test date:              | 28 May 2013            |

### Positives and negatives

- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 One-minute charging intervals
- 😊 Open around the clock
  
- 😞 Water damage; many areas barred at time of test
- 😞 Vertical clearance: only 1.90m; hanging height restrictor bar without rubber lip
- 😞 Damaged pavement; thorough cleaning required
- 😞 Some dead-ends
- 😞 Some parking bays too short at 4.60m long
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones

## Serranopark III

EuroTest rating: good

|                         |                      |
|-------------------------|----------------------|
| City:                   | Madrid/Spain         |
| Location:               | Alcalá 73            |
| Type:                   | Underground car park |
| Start of operation:     | 2011                 |
| Number of parking bays: | 261                  |
| Entrance height:        | 2.10m                |
| Test date:              | 27 May 2013          |

### Positives and negatives

- 😊 Car park in good condition; clear layout
- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled with dedicated parking guidance system
- 😊 Charging stations for electric vehicles
- 😊 Paths clearly marked out for pedestrians
- 😊 Emergency phones
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 One-minute charging intervals
- 😊 Open around the clock
  
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Insufficient lighting
- 😞 Damaged pavement; thorough cleaning required
- 😞 Driveway not restricted to one-way traffic
- 😞 Path around parking level too narrow
- 😞 Parking bays too narrow at 4.75m wide
- 😞 No parking bays for parents with children

## El Born

EuroTest Rating: poor

|                         |                      |
|-------------------------|----------------------|
| City:                   | Barcelona/Spain      |
| Location:               | Placa Comercial 1    |
| Type:                   | Underground car park |
| Start of operation:     | -                    |
| Number of parking bays: | 441                  |
| Entrance height:        | 2.10m                |
| Test date:              | 30 May 2013          |

### Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 One-minute charging intervals
- 😊 Open around the clock
- 😞 Large areas of moisture damage; concrete spalling
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Access to parking levels too narrow; some scrape marks
- 😞 Damaged pavement; thorough cleaning required
- 😞 Narrow driveway
- 😞 Dark car park; parking bays very poorly lit
- 😞 Parking bays much too narrow at 2.18m wide and too short at 4.60m long
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets
- 😞 Only one pay machine
- 😞 No cashless payment accepted



## Francesc Cambó

EuroTest Rating: acceptable

|                         |                               |
|-------------------------|-------------------------------|
| City:                   | Barcelona/Spain               |
| Location:               | Avinguda de Francesc Cambó 10 |
| Type:                   | Underground car park          |
| Start of operation:     | 1988                          |
| Number of parking bays: | 609                           |
| Vertical clearance:     | 2.05m                         |
| Test date:              | 30 May 2013                   |

### Positives and negatives

- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 Some parking bays unrestricted by columns; some angled parking bays, easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Some paths marked out for pedestrians
- 😊 Many emergency phones; on-site staff
- 😊 One-minute charging intervals; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Ramps kerbless for the most part
- 😞 Ramp bases not rounded enough, scrape marks at the transition from the ramps to the parking levels
- 😞 Damaged pavement
- 😞 Narrow driveway; partly deteriorated markings
- 😞 Some parking bays too narrow at 2.30m wide and too short at a maximum length of 4.75m
- 😞 No parking bays for parents with children and too few for the disabled

## Moll de la Fusta

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Barcelona/Spain      |
| Location:               | Passeig de Colom 1   |
| Type:                   | Underground car park |
| Start of operation:     | 1987                 |
| Number of parking bays: | 325                  |
| Vertical clearance:     | 1.95m                |
| Test date:              | 31 May 2013          |

### Positives and negatives

- 😊 Clear layout
- 😊 Occupied/vacant display over each parking bay
- 😊 Paths marked out for pedestrians
- 😊 Many emergency phones
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 One-minute charging intervals
- 😊 Open around the clock

- 😞 Moisture damage
- 😞 Rigid girder as second height restrictor, no rubber lip
- 😞 Direction of traffic not clearly marked on entrance and exit ramps
- 😞 Partly damaged pavement
- 😞 Driveway not restricted to one-way traffic
- 😞 Narrow driveway; partly deteriorated markings
- 😞 Dark car park; parking bays very poorly lit
- 😞 Parking bays too short at 4.40m long
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; too few parking bays for the disabled

## Plaça Catalunya

EuroTest Rating: acceptable

|                         |  |
|-------------------------|--|
| City:                   | Barcelona/Spain  |
| Location:               | Plaça de Catalunya 21  |
| Type:                   | Underground car park (facility with two parking levels tested) |
| Start of operation:     | 1968   |
| Number of parking bays: | 1,170  |
| Vertical clearance:     | 2m   |
| Test date:              | 30 May 2013  |

### Positives and negatives

- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 No parking bays adjacent to columns
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Paths clearly marked out for pedestrians
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 One-minute charging intervals; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 No signs with car park name
- 😞 Partly damaged pavement; thorough cleaning required
- 😞 Narrow driveway; partly deteriorated markings
- 😞 Parking bays poorly lit
- 😞 Parking bays much too narrow at 2.23m wide and too short at 4.50m long
- 😞 No parking bays for parents with children
- 😞 Emergency phones not easy to find

## Aker Brygge

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Oslo/Norway          |
| Location:               | Sjögata 4            |
| Type:                   | Underground car park |
| Start of operation:     | 1989                 |
| Number of parking bays: | 909                  |
| Entrance height:        | 2.10m                |
| Test date:              | 5 June 2013          |

### Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system
- 😊 Angled parking bays easy to enter
- 😊 Parking bays 2.50m wide
- 😊 Charging stations for electric vehicles
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 30-minute rates
- 😊 Open around the clock
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Partly damaged pavement; thorough cleaning required; bent and rusty gratings stick out from the ground
- 😞 Partly deteriorated lane markings
- 😞 Too few parking bays for parents with children and for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways in some areas
- 😞 No emergency phones
- 😞 No toilets
- 😞 No on-site staff

## Galleriet Vest

EuroTest Rating: poor

|                         |                      |
|-------------------------|----------------------|
| City:                   | Oslo/Norway          |
| Location:               | Sonia Henies plass 1 |
| Type:                   | Underground car park |
| Start of operation:     | 1989                 |
| Number of parking bays: | 485                  |
| Entrance height:        | 2.10m                |
| Test date:              | 4 June 2013          |

### Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Parking bays 2.50m wide
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 30-minute rates; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
  
- 😞 Moisture damage, large patches of mould on the ceiling
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Ramps much too narrow and without kerbs; no opposing traffic separation
- 😞 Damaged pavement; thorough cleaning required
- 😞 Narrow driveway; partly deteriorated markings
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; no parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilet signs
- 😞 Only one pay machine

## Oslo S

EuroTest rating: good

|                         |                      |
|-------------------------|----------------------|
| City:                   | Oslo/Norway          |
| Location:               | Jernbanetorget 1     |
| Type:                   | Underground car park |
| Start of operation:     | 1998                 |
| Number of parking bays: | 585                  |
| Entrance height:        | 2.10m                |
| Test date:              | 4 June 2013          |

### Positives and negatives

- 😊 Clear layout
- 😊 Vertical clearance: 2.10m
- 😊 Clear signing
- 😊 Wide, flat ramp with kerbs
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Parking bays 2.50m wide
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 30-minute rates
- 😊 Open around the clock
- 😞 Water damage; thorough cleaning required
- 😞 No right-of-way signs at some ramp locations
- 😞 Driveway not restricted to one-way traffic; no lane markings
- 😞 No parking bays for parents with children and too few for the disabled
- 😞 Parking levels not clearly identified; parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones

## Vestre Vika

EuroTest Rating: acceptable

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Oslo/Norway           |
| Location:               | Munkedamsveien 21     |
| Type:                   | Above-ground car park |
| Start of operation:     | -                     |
| Number of parking bays: | 305                   |
| Entrance height:        | 2.10m                 |
| Test date:              | 4/5 June 2013         |

### Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Clear signing
- 😊 Occupied/vacant display over each parking bay
- 😊 Parking bays at least 2.50m wide
- 😊 Charging stations for electric vehicles
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 30-minute rates
- 😊 Open around the clock

- 😞 Dirty car park; moisture and water damage
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Damaged pavement; thorough cleaning required
- 😞 No lane markings and no direction arrows; some dead-ends
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; only one parking bay for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 Parking level not visible from staircase
- 😞 No lift
- 😞 No toilets

## De Bijenkorf

EuroTest Rating: poor

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Amsterdam/Netherlands |
| Location:               | Beursplein 15         |
| Type:                   | Above-ground car park |
| Start of operation:     | 1970                  |
| Number of parking bays: | 485                   |
| Vertical clearance:     | 1.80m                 |
| Test date:              | 11 June 2013          |

### Positives and negatives

- 😊 No parking bays adjacent to columns; angled parking bays easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 21-minute charging intervals; cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Partly run-down car park
- 😞 Vertical clearance: only 1.80m
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Path around parking levels too narrow; scrape marks
- 😞 Parking bays too narrow at 2.30m wide
- 😞 No parking bays for parents with children
- 😞 Too few parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 No toilets



## Amsterdam centre

EuroTest Rating: acceptable

|                         |                        |
|-------------------------|------------------------|
| City:                   | Amsterdam/Netherlands  |
| Location:               | Prins Hendrikkade 20 a |
| Type:                   | Underground car park   |
| Start of operation:     | 1990                   |
| Number of parking bays: | 434                    |
| Vertical clearance:     | 1.90m                  |
| Test date:              | 11/12 June 2013        |

### Positives and negatives

- 😊 Clear layout
- 😊 Clear signing and marking
- 😊 Dynamic parking guidance system
- 😊 Most parking bays unrestricted by columns
- 😊 Some angled parking bays, easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 Open around the clock
- 😞 Vertical clearance: only 1.90m
- 😞 Hanging height restrictor bar without rubber lip
- 😞 Ramp tops and bases not rounded enough; scrape marks at the transition from the ramps to the parking levels
- 😞 Partly damaged pavement; thorough cleaning required
- 😞 Most parking bays too narrow at 2.20m wide
- 😞 No parking bays for parents with children and too few for disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones

☹️ Hourly rates only; first-hour rate of €5 is very expensive compared to other car parks in Amsterdam

# Museumplein

EuroTest rating: good

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Amsterdam/Netherlands |
| Location:               | Van Baerlestraat 33 b |
| Type:                   | Underground car park  |
| Start of operation:     | 1999                  |
| Number of parking bays: | 600                   |
| Vertical clearance:     | 1.90m                 |
| Test date:              | 11 June 2013          |

## Positives and negatives

- 😊 Clear signing
- 😊 Dynamic parking guidance system
- 😊 No parking bays adjacent to columns
- 😊 Angled parking bays easy to enter
- 😊 Charging stations for electric vehicles
- 😊 Paths clearly marked out for pedestrians
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Cashless payment possible both at the pay machine and at the exit barrier (no ticket required)
- 😊 21-minute charging intervals
- 😊 Exiting after hours no problem
  
- 😞 Vertical clearance: only 1.90m
- 😞 Ramps kerbless for the most part
- 😞 Partly damaged pavement
- 😞 Driveway too narrow and very poorly lit; markings deteriorated
- 😞 No parking bays for parents with children
- 😞 Car park not wheelchair-friendly; too few parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 No emergency phones

|                         |                       |
|-------------------------|-----------------------|
| City:                   | Amsterdam/Netherlands |
| Location:               | Waterlooplein 28      |
| Type:                   | Underground car park  |
| Start of operation:     | 1986                  |
| Number of parking bays: | 400                   |
| Vertical clearance:     | 1.80m                 |
| Test date:              | 12 June 2013          |

### Positives and negatives

- 😊 Car park in good condition; clear layout
- 😊 Charging stations for electric vehicles
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas; on-site staff
- 😊 7-minute charging intervals; first-hour rate of €4.50 is low compared to other car parks in Amsterdam; cashless payment possible at pay machine
- 😊 Open around the clock
- 😞 Vertical clearance: only 1.80m
- 😞 Hanging height restrictor bar placed much too high and without rubber lip
- 😞 Entrance ramp base not round enough, scrape marks at the transition from the ramp to the parking level
- 😞 Partly damaged pavement
- 😞 Parking bays too narrow at 2.33m wide
- 😞 No parking bays for parents with children
- 😞 Too few parking bays for the disabled
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones

## Cvjetni

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Zagreb/Croatia       |
| Location:               | Varšavska 6          |
| Type:                   | Underground car park |
| Start of operation:     | 2011                 |
| Number of parking bays: | 417                  |
| Vertical clearance:     | 2.20m                |
| Test date:              | 26 June 2013         |

### Positives and negatives

- 😊 Car park in good condition
- 😊 Vertical clearance: 2.20m
- 😊 Dynamic parking guidance system with occupied/vacant display over each parking bay
- 😊 Most parking bays very wide (3m)
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled with dedicated parking guidance system
- 😊 Parking levels clearly identified
- 😊 Parking level visible from staircase
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Open around the clock
- 😞 Confusing layout
- 😞 No vacant/occupied display in front of the entrance; opening hours not displayed at the entrance
- 😞 Ramps mostly kerbless; some of the ramp tops and bases not rounded enough; scrape marks at the transition from the ramps to the parking levels
- 😞 Parking bays very poorly lit
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 Pay machine next to driveway
- 😞 No cashless payment accepted

☹️ Hourly rates only; first-hour rate of €1.34 is very expensive compared to other car parks in Zagreb

## Importanne Galeria

EuroTest Rating: acceptable

|                         |   |
|-------------------------|---|
| City:                   | Zagreb/Croatia                              |
| Location:               | Iblerov trg 10                              |
| Type:                   | Underground car park                        |
| Start of operation:     | 1998  |
| Number of parking bays: | 500   |
| Vertical clearance:     | 2.00m and 2.50m, depending on parking level |
| Test date:              | 27 June 2013                                |

### Positives and negatives

- 😊 Well-lit car park
- 😊 2.50m vertical clearance on 1st and 2nd underground levels
- 😊 Clear signing
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 First-hour rate of €0.67 very low compared to other car parks in Zagreb
- 😊 Open around the clock
- 😞 Damaged pavement; thorough cleaning required
- 😞 Path around parking levels too narrow; many scrape marks; lane markings partly deteriorated
- 😞 Parking bays too narrow at 2.35m wide
- 😞 No parking bays for parents with children
- 😞 Parking bays not numbered
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 Hourly rates only; no pay machine, just cashier; no cashless payment accepted
- 😞 Only one exit, resulting in queues on the ramp; Exit ramp crosses pedestrian walkway; poor visibility of pedestrians despite mirror

## Langić

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Zagreb/Croatia       |
| Location:               | Langov trg bb        |
| Type:                   | Underground car park |
| Start of operation:     | -                    |
| Number of parking bays: | 305                  |
| Entrance height:        | 2.10m                |
| Test date:              | 27 June 2013         |

### Positives and negatives

- 😊 Vertical clearance: 2.10m
- 😊 Dynamic parking guidance system
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Parking levels clearly identified
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Open around the clock
- 😞 Moisture damage; concrete spalling; thorough cleaning required
- 😞 No hanging height restrictor bar; opening hours not displayed at the entrance
- 😞 Insufficient signing, makeshift, temporary paper signs here and there; occupied/vacant display over each parking bay not discernible
- 😞 Direction of traffic not clearly marked on the ramps
- 😞 Path around parking levels too narrow; lane markings deteriorated
- 😞 Parking bays too narrow at 2.27m wide; no parking bays for parents with children
- 😞 No marked-out walkways
- 😞 No emergency phones
- 😞 Hourly rates only; cashless payment only by mobile phone

### Note

- Entrance barrier moved back down too soon; this was pointed out by a sign



## Tuškanac

EuroTest Rating: acceptable

|                         |                      |
|-------------------------|----------------------|
| City:                   | Zagreb/Croatia       |
| Location:               | Tuškanac bb          |
| Type:                   | Underground car park |
| Start of operation:     | 2008                 |
| Number of parking bays: | 465                  |
| Vertical clearance:     | 2.30m                |
| Test date:              | 26 June 2013         |

### Positives and negatives

- 😊 Clear layout
- 😊 Vertical clearance: 2.30m
- 😊 Clear signing and marking
- 😊 Very wide ramps
- 😊 Dynamic parking guidance system
- 😊 Most parking bays unrestricted by columns
- 😊 Generally wheelchair-friendly car park; parking bays for the disabled
- 😊 Video surveillance of sensitive areas
- 😊 On-site staff
- 😊 Open around the clock
- 😞 Opening hours not displayed at the entrance
- 😞 No hanging height restrictor bars
- 😞 Kerbless ramps
- 😞 Thorough cleaning required
- 😞 No parking bays for parents with children
- 😞 No marked-out walkways
- 😞 No emergency phones; no mobile phone reception
- 😞 Considerable moisture damage in staircase
- 😞 Cashless payment only by mobile phone
- 😞 Hourly rates only

## Recommendations

### Recommendations to Operators: Focus more on user-friendliness

- Paint floors, ceilings and walls in light colours to ensure more brightness and convey an improved sense of security
- Ensure good illumination, employing state-of-the-art, energy-efficient systems
- Keep signing to the necessary, useful minimum and use easy-to-remember signs, e.g. pictograms
- Implement a consistent end-to-end guidance system for motorists and pedestrians
- Ensure video surveillance of all sensitive areas
- Provide clearly marked parking bays with a minimum width of 3m for parents with children / perambulators
- Provide clearly marked parking bays for the disabled with a minimum width of 3.5m near exits and with barrier-free access, i.e. automatic doors, paths without stairs, and sufficiently wide lifts with low-placed control panels. Also place the control panels of at least two pay machines at a wheelchair-friendly height
- Provide easy-to-understand rates and user-friendly charging intervals (ideally on a per-minute basis)
- Enable cashless payment
- Ensure personal availability of staff, preferably by employing on-site staff and placing them in a clearly identifiable location
- Implement facility maintenance management to proactively prevent structural deterioration
- Ensure that all parking bays are at least 2.50m wide so that motorists can exit/enter their vehicles easily
- When building new car parks, ensure a minimum vertical clearance of 2m at the entrances to meet the requirements of modern vehicles
- Also ensure a maximum ramp inclination of 15% so that cars which have stopped can comfortably pull away again without any risk