

## Seoul

Seoul is a very dense megacity in which car ownership was extremely low until a 1985 change in national macroeconomic policies led to a rapid increase in car ownership, especially between 1985 and 1997.

- Seoul has minimum parking requirements which are quite high for apartments (one per housing unit). So more parking is created when old areas are replaced by high-rise apartments.
- But old residential areas, having developed without cars, have major parking problems. These are mostly densely packed single-family homes and small apartments. They have narrow streets and alleys, lacking parking.



- The “Green parking” policy for some old-style areas since 2000s involves removing fences and walls where possible to make space for parking that is partly on-site and partly on public space. 尽可能地拆除了栅栏和墙壁以腾出更多停车位，主要是楼内楼前停车以及部分公共空间停车位



- Some public parking has been built by city government and district governments 一些由市政府和地区政府建造的公共停车位. But the amount has been limited by high land costs and densities. 但是受到高地价和高密度的限制
- There is an on-street residential permit parking system in some dense areas with mix of old and new housing. 对于一些密度高、新老住房共存的居住小区的路内停车许可证系统. This is an interesting approach: each permit allows access to a specific length of street. 有趣的措施：允许进入某特定长度的街道



- However, many areas in Seoul still have chaotic night-time situation. 但是很多地区仍面临夜间停车混乱的困境
- There is increasing use of CCTV and LPR enforcement

