

I European Conference on Sustainable Mobility at Universities

Universitat Autònoma de Barcelona



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UNIVERSITAT AUTÒNOMA DE BARCELONA

Speaker: Dr. Günter Getzinger,
Alliance of Sustainable
Universities in Austria

Topic: Parking Management as
Part of Sustainable Mobility
Management:
The Case of Austria



The conference is in the
Framework of the European
Project about sustainable
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3 different types of universities (not only) in Austria

Talking about parking management (and mobility management) means to see three different types of universities:

1. **Type 1: Universities in Vienna, capital of Austria (population: about 2 mio.), situated in different parts of (more or less) the centre of the town**
2. **Type 2: Universities in provincial capitals of Austria (population: 100.000 to 300.000), situated (more ore less) in the centre of these towns**
3. **Type 3: Universities in provincial capitals of Austria, situated in suburban areas**

Type 1: Metropolitan universities

1. **Excellent public transport: 1st choice of employees and students**
2. **More and more bikers; continuously improved bikers' infrastructure (lanes, parking facilities for bikes)**
3. **Very few parking lots for cars of employees (sometimes parking garages), managed, expensive**

Type 1: University of Life Sciences, Vienna

Employees: 2,600

Students: 12,700

Parking lots for bikes: 357

Parking lots for cars: 205

Price per parking lot, per month: Euro 39,33 – 47,00 (goes up to Euro 80,-)

Parking lots for cars per 100 employees: 8

Type 2: Universities in provincial capitals (centre)

1. **Very good to good public transport: 1st or 2nd choice of commuting employees and students**
2. **More and more bikers; continuously improved bikers' infrastructure (mainly parking lots for bikes); at least for students: 1st choice**
3. **Many parking lots for cars of employees (some of them in garages), managed, expensive**

Type 2: University of Technology, Graz

Employees: 3,300

Students: 13,000

Parking lots for bikes: 1,720

Parking lots for cars: 773

Price per lot, per month: Euro 20,00 – 48,00

Parking lots for cars per 100 employees: 23

Very well managed: Parking lots only for those employees with unacceptable travelling time when using public transport, for employees with duties to care (small children, family members), the university offers 50% vouchers for jobtickets or a „University of Technology-Bike“ at a 50% reduced price for those who do not need a parking lot









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Type 3: Universities in provincial capitals (suburban)

1. **Medium quality public transport; the private car is the 1st choice of employees and students**
2. **But: more and more bikers; continuously improved bikers' infrastructure (mainly parking lots for bikes)**
3. **Very many parking lots for cars of employees and for students (some of them in garages), parking fee, but inexpensive (Euro 10,00 per month)**

Type 3: University of Klagenfurt

Employees: 1.500

Students: 10.300

Parking lots for bikes: 430

Parking lots for cars: 750

Price per lot, per month: Euro 10,00

Parking lots for cars per 100 employees: 50



Type 3: University of Klagenfurt

About 60% of CO₂e emissions (5,000 tons of 8,200 tons) come from commuting (according to CimCalc_edu)

Starting with proper management:

- Price per lot will be Euro 20,00 per month
- Parking lots only for those (students and employees) with unacceptable travelling time when using public transport, for employees with duties to care (small children, family members)
- University offers 50% vouchers for jobtickets and
- will offer „University of Klagenfurt-Bikes“, at a 50% reduced price for those employees who do not need a parking lot
- Improving bikers' infrastructure
- Continuous interventions into mobility policy of municipality
- Target figure for commuting students and employees (CO₂e): minus 30% until 2020
- Framework: EMAS (EU-Eco-Management and Audit Scheme)



Sustainable Parking Management for Universities

To do:

1. Collect data on a regular basis: modal split, CO₂e-emissions (Tool: ClimCalc_edu)
2. Decide on target figures (modal split, CO₂e-emissions)
3. Decide on roadmap of measures
4. Make alternatives to private car more attractive: jobticket, infrastructure for bikers, price reduced university-bikes, reduce parking lots (area for recreation, trees, playgrounds, urban gardening,...) carsharing, bikesharing
5. Appropriate parking fees
6. No access to parking lots for certain cardrivers: criteria: distance, acceptability of public transport, social criteria
7. Use the profit out of fees for measures mentioned in 4.

Thank you!

Günter Getzinger

Alliance of Sustainable Universities in Austria

<http://nachhaltigeuniversitaeten.at/english/>

guenter.getzinger@aau.at



**Ceterum censeo:
We should discuss about flights!**

