I European Conference on Sustainable Mobility at Universities

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

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The conference is in the Framework of the European Project about sustainable Mobility: U-MOB LIFE.

LIFE project number LIFE15 GIC/ES/000056 This is funded by the European Union. It reflects the author’s view and the agency is not responsible for use that may be made of the information it contains.
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 inacceptable 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 ClimCalc_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
• Continous 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)
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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 privat 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!

Dr. Günter Getzinger
Alliance of Sustainable Universities in Austria
http://nachhaltigeuniversitaeten.at/english/guenter.getzinger@aau.at

Ceterum censeo:
We should discuss about flights!