

# 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



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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**















# **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 CO<sub>2</sub>e 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
- Continuous interventions into mobility policy of municipality
- Target figure for commuting students and employees (CO<sub>2</sub>e): 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, CO<sub>2</sub>e-emissions (Tool: ClimCalc\_edu)**
- 2. Decide on target figures (modal split, CO<sub>2</sub>e-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!

**Dr. Günter Getzinger**

**Alliance of Sustainable Universities in Austria**

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

**[guenter.getzinger@aau.at](mailto:guenter.getzinger@aau.at)**



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

