

Measure title : Parking management Vienna

City, Country: Vienna, Austria

Year(s): Implementation in various steps, mainly 1994 up to 2012

A1 Objectives

The aim of the parking space management system, which was first introduced in 1994, was to lower the traffic in the districts by a reduction in long-term parking and parking space availability and furthermore to improve the parking space situation for residents.

A2 Description of the CS

The increase of motorized individual traffic and the scarcity of parking space in Vienna forced the City to develop a plan for parking space management. The aims were and are to reclaim public space and an improvement of the parking space for residential and short-duration parking as well as urban freight traffic. As a result, more people switch to public transport facilities or bicycles and an improvement of the overall traffic situation and quality of life in terms of better environment can be achieved.

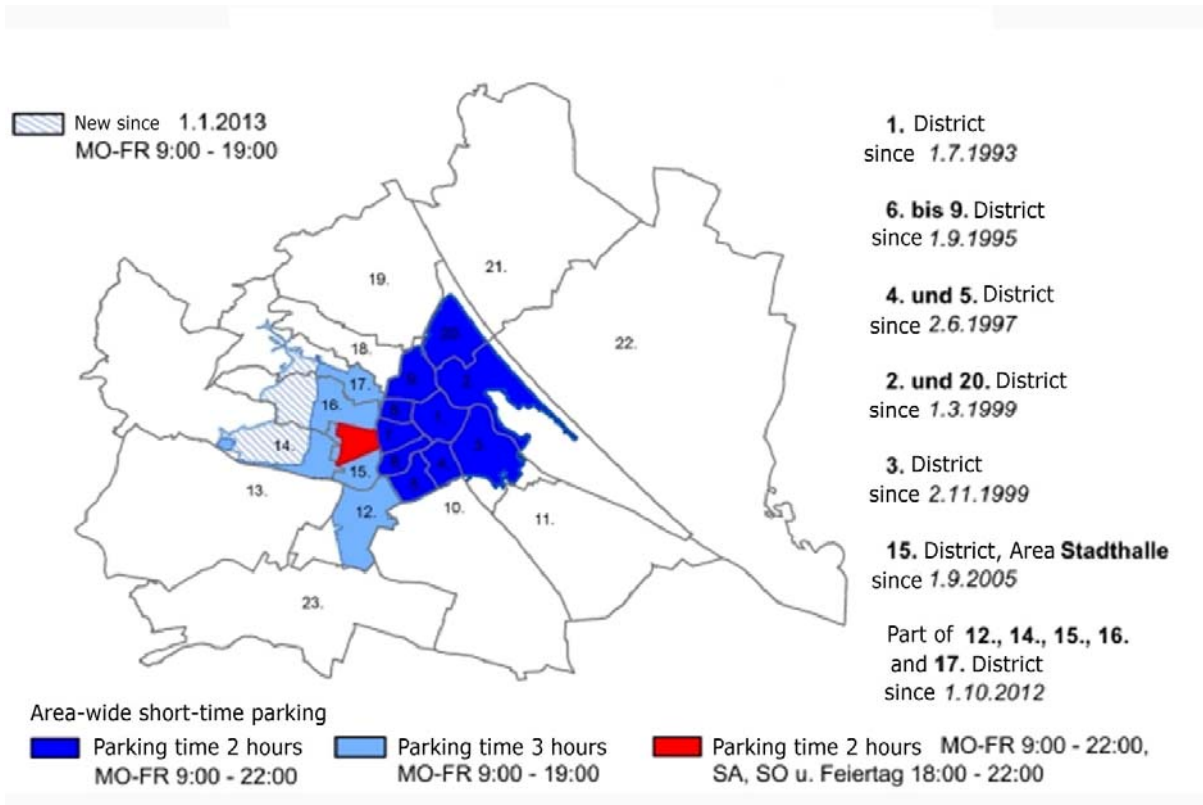
In 1994, Vienna City Council, adopted a “Traffic concept” and in 2003 this was developed further in a “Transport Master Plan Vienna 2003” in order to promote public transport, pedestrian and bicycle traffic and to change modal split (=> modal shift). Parking management is one of the strategies for managing the stationary traffic aside from a garage programme (for promoting the building of collective garages) and the development of Park & Ride systems.

During the work on the traffic concept 1994, a City Commission developed a parking management concept with the terms of operation and exceptions for large short-term parking zones, and a pilot project was started in the form of a short-term parking zone that was implemented across the entire 1st district. The Commission was composed of concerned interest groups, district councils and representatives of business, residents and trade.

The aims of parking management are:

- reduction of car traffic and environmental impact;
- a better situation for both parking and public transport (through the reduction of illegal parking);
- improved accessibility for freight transport and deliveries;
- reclaimed public space and enhanced road safety;
- revenues for the improvement of urban transport; and
- upgrading of the residential environment.

At the core of parking space management in Vienna was the transformation of entire districts or large connected parts thereof into *short-term parking zones*. The area-wide short-term parking now covers the districts 1 to 9, 15, 20 and parts of the 12th, 14th, 16th and 17th district. In the 15th district the area around Stadthalle is subject to special parking regulations. In the short term parking zones there are *restricted parking times and special parking fees*.



source: <http://www.wien.gv.at/verkehr/parken/entwicklung>

B Costs and who paid them

The rates for parking were increased from 1,20 Euro per hour to 2 Euro per hour in 2012 with the effect of a lower demand for short time parking.

Rates for parking

Colour of parking voucher	Parking time	Rate (Euro)
Purple	15 minutes	free of charge
Red	30 minutes	1
Blue	1 hour	2
Green	1.5 hours	3
Yellow	2 hours	4

<http://www.wien.gv.at/english/transportation/parking/parkvoucher.htm>

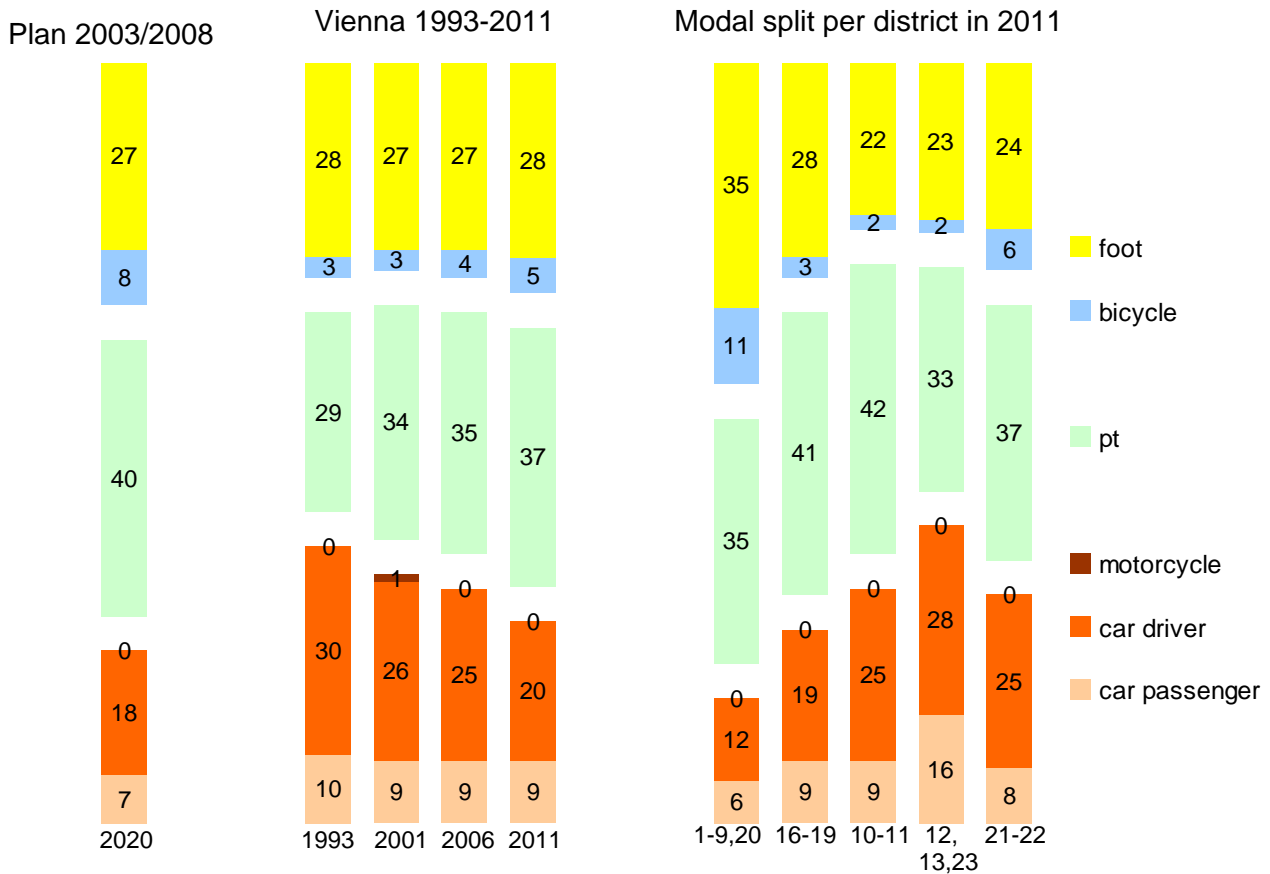
For the residents in the area there are permanent parking permits (Parkpickerl). Applications for resident parking permits ("parking stickers") can be made online or directly from the municipal district office. Companies and firms may apply for a temporary parking permit ("Parkkarte").

C Project objectives, indicators, data and impact/results

OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
<p><i>lower the traffic in the districts improvement of parking space situation for the residential population improvement of accessibility for freight traffic</i></p>	<p><i>Parking space management: restricted parking times and parking fees</i></p>	<p><i>Evaluation the objectives of Transport Master Plan Vienna in 2013 (modal split, availability of parking space, numbers of illegal parkers, average parking time)</i></p>	<p><i>- In the parking management district 1-9 and 20 the modal split targets for the car traffic are already achieved</i></p> <p><i>very good results for the districts 14 to 19</i></p> <p><i>- situation for residents further improved thanks to an increase in operating hours of parking management in inner districts up to 10pm</i></p> <p><i>- Before introduction of parking management the average parking time within the belt was 6 to 8 hours. Now it is 1 to 2 hours</i></p> <p><i>Reduction in the utilization of parking lots of up to 30% after the introduction of parking management, mainly due to the decline of cars with Non-Vienna-numberplates</i></p> <p><i>In addition, a significant reduction in parking search traffic and the number of illegal parking spaces has declined significantly.</i></p>

Modal Split:

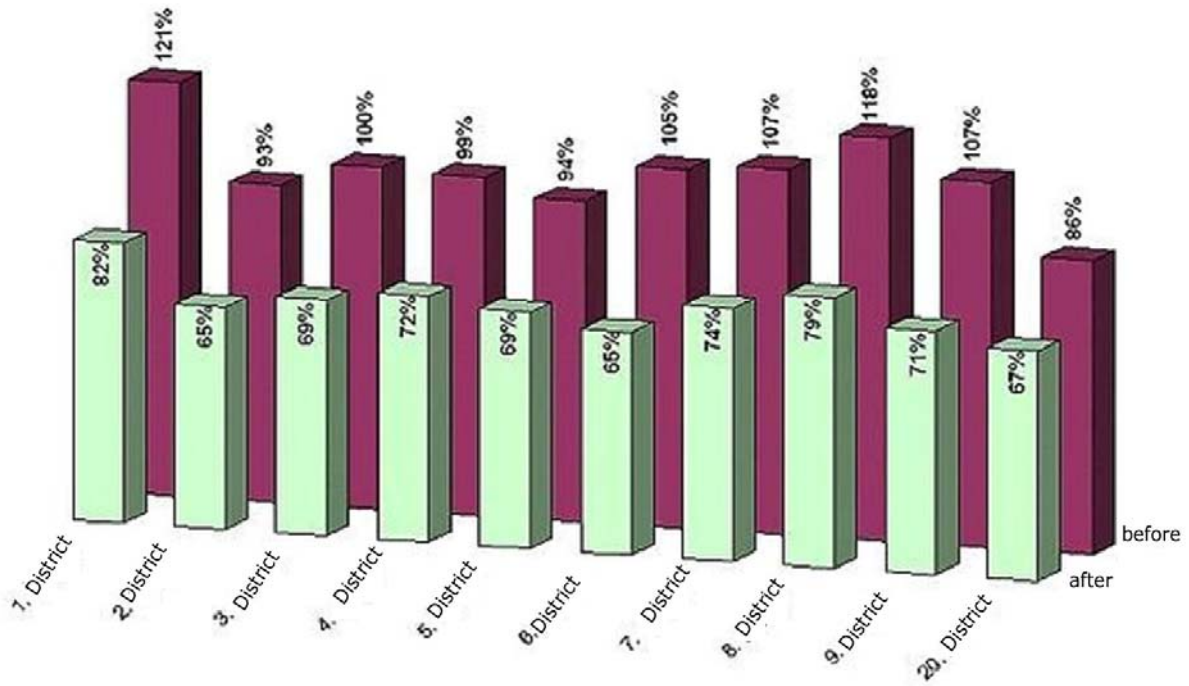
Change in Modal Split



Sources: Socialdata (2007): *Evaluierung Masterplan Verkehr Wien, Bericht mit Zeitreihe 2001–2006*
 omniphon (2012): *Marktforschung für die Wiener Linien: Mobilitätsverhalten 2011. In Masterplan Verkehr Wien 2003 Evaluierung 2013.*

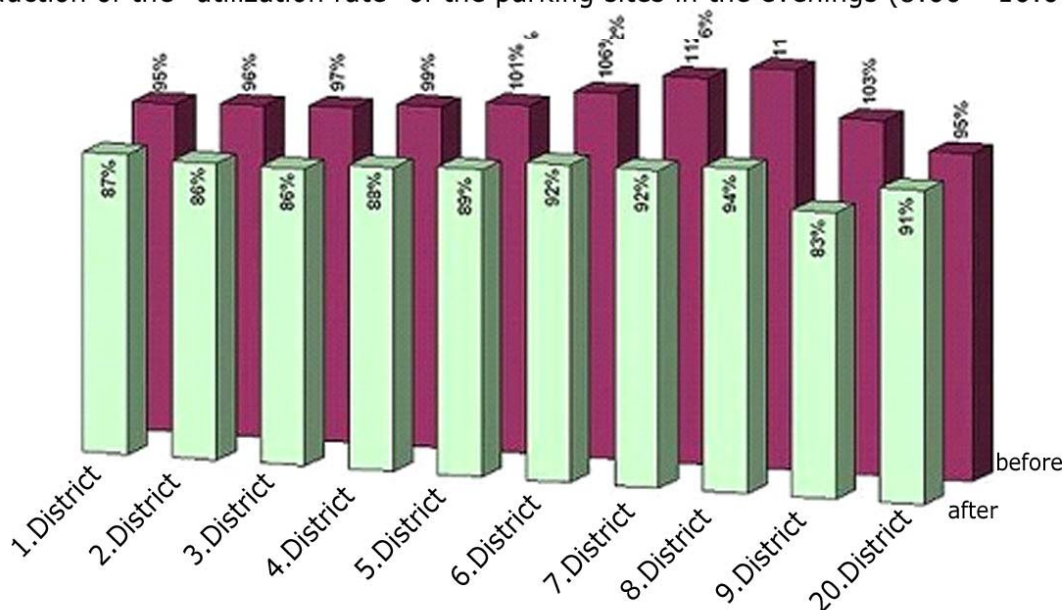
Reduction of illegal parking

Reduction of the "utilization rate" of the parking sites before noon (9:00 – 11:00 am)



source: <http://www.wien.gv.at/verkehr/parken/entwicklung>

Reduction of the "utilization rate" of the parking sites in the evenings (8:00 – 10:00 pm)



source: <http://www.wien.gv.at/verkehr/parken/entwicklung>

D Implementation process

D1. Stages

The CS was implemented, as follows, in the following stages:

Stage 1: 1959: First short-term parking zones in individual streets in the 1st district were introduced

Stage 2: 1975: Paid parking was introduced in these zones

Stage 3: 1993/1994: Pilot project: The short-term parking zone was applied within the entire 1st district (city center) of Vienna in 1993. Before a commission worked out a parking management concept with terms and exceptions for these large-area short-term parking zones. The Commission was composed of concerned interest groups, district councils and representatives of business, residents and trade.

In the following years the system was enhanced to more inner districts.

Stage 4: 2012: The short-term parking zones were enlarged more and more and contain now additionally parts of the district 12, 14, 16 and 17 and furthermore the whole 15th district are included. The area around Stadthalle is subject to special parking regulations.

Latest development: *In continuous steps long-term parking should be shifted from on-street-parking into in garages or private parking spaces in public garages, especially collective housing garages. (Garage Program 2014)*

D2 Barriers

In the 1990s there was a major public debate in Vienna as to whether it should cost something to use public space occupied by parked cars, culminating in a legal decision that found in favour of the City and for charging for parking. Initial opposition from residents was overcome based on rational arguments and also open debates where motorists and residents tried to put themselves in the other's position, to understand the opposing point of view. The City argues that it does not need any special tactics, but rather that it just needs to lay its cards on the table in terms of making public data and facts that are understood by most people.

D3 Drivers

- One of the drivers was that the Vienna Transport Master Plan 2003 which was developed in collaboration with citizens and so there was high acceptance already. In 2013 there was also a Vienna wide survey about the parking management system.
- For managing the stationary traffic also garage programmes (for promoting the building of collective garages) and the development of Park & Ride systems is a driver. The increase in the number of commercial garage spaces between 2002 and 2007 of around 18,000 is significant. Furthermore since 2002, nearly 3,000 park and ride spaces have been built.
- The newly published "STEP 2025 Wien - Fachkonzept Mobilität" emphasizes the positive effects of parking management for Vienna's environment and economy.

Details: what document(s) was (were) used for answering the questions.

- STEP 2025 Wien - Fachkonzept Mobilität - „miteinander mobil“, p.41 – 43 in:
- <http://www.wien.gv.at/stadtentwicklung/strategien/step/step2025/fachkonzepte/mobilitaet/pdf/fachkonzept-mobilitaet-entwurf.pdf>
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- http://www.bestpractices.at/main.php?page=vienna/best_practices/housing/parking_space&lang=en
- <http://www.wien.gv.at/english/transportation-urbanplanning/parking-management.html>
- <https://www.wien.gv.at/english/transportation/parking/shortterm.htm>
- <http://www.wien.gv.at/stadtentwicklung/studien/pdf/b008217c.pdf>
- <http://www.wien.gv.at/verkehr/parken/entwicklung/kennzahlen.html>,
- <http://www.wien.gv.at/verkehr/parken/entwicklung/wirkung.html>
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- http://www.measures-odyssee-mure.eu/public/mure_pdf/transport/AU7.PDF
- "Transport Masterplan Vienna" in <http://www.wien.gv.at/stadtentwicklung/shop/broschueren/pdf/mpv2003-kurzfassung-englisch.pdf>
- <http://www.wien.gv.at/verkehr/parken/entwicklung>
-
- „Masterplan Verkehr 2003.Evaluierung und Fortschreibung 2008“ In:
- <http://www.wien.gv.at/stadtentwicklung/studien/pdf/b008012.pdf>

- „Masterplan Verkehr Wien 2003.Evaluierung 2013“ In:
<http://www.wien.gv.at/stadtentwicklung/studien/pdf/b008353.pdf>
-
- <http://derstandard.at/1362107990548/Hinter-dem-Steuer-eine-eigene-Spezies-Mensch>