

# Good Practise

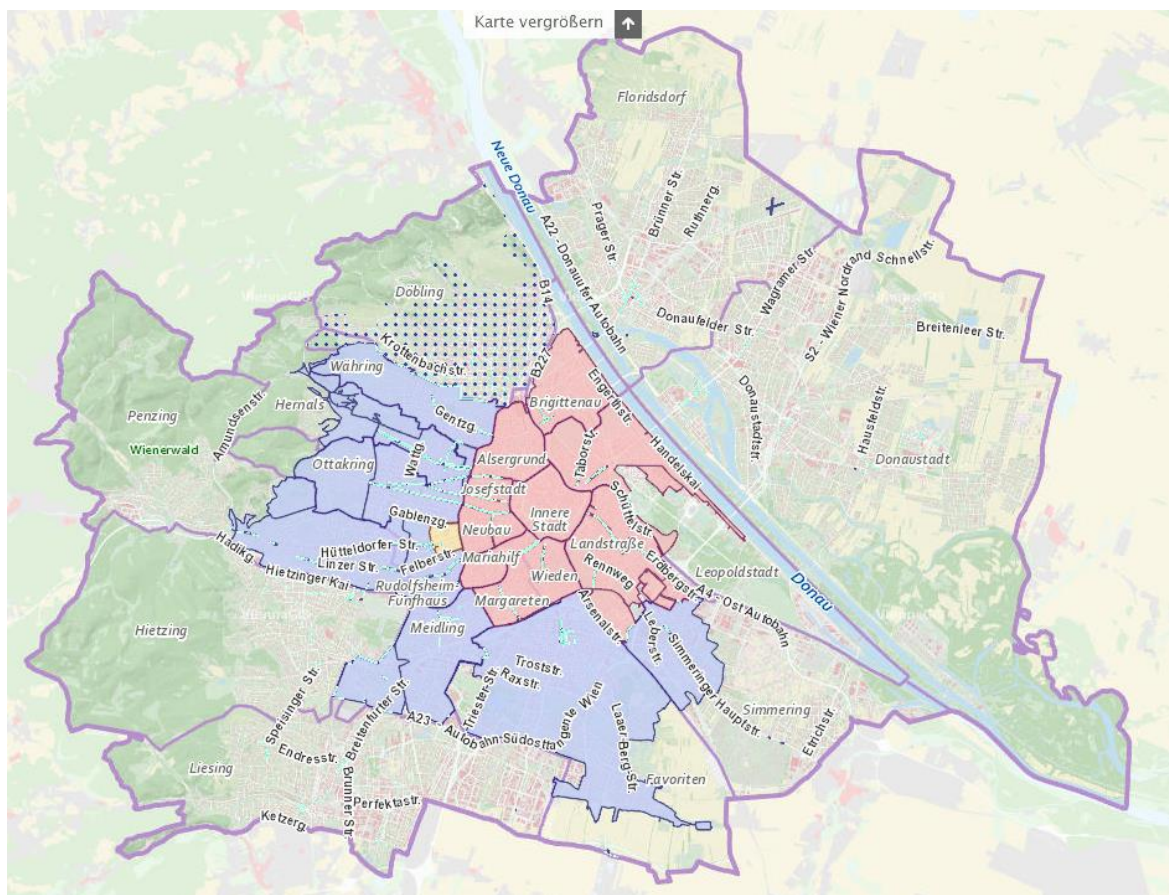
## Parking in Vienna, Austria

In 1959, short-term parking zones were set up in Vienna's first district for the first time. This was followed by gradual short-term parking zone regulations for other districts. The short-term parking zones were restricted to individual road sections or smaller areas.

On April 14, 1975, the short-term parking zones in Vienna were chargeable (4 shillings per hour which equals approx. 34 cent).

In 1993 the first paid parking for an entire district was implemented (Vienna's 1<sup>st</sup> district – Inner City).

The area-wide parking space management in Vienna covers districts 1 to 10, 12 to 18 and 20 with around 220,000 on-street paid parking spaces. Around 950,000 people live in this area and around 660,000 people work here.



## **Objectives and impacts of Vienna's parking management (from Vienna website)**

### Reduction of car traffic

Parking space management leads to a strong reduction of non-residential long-term parkers, in particular work commuters, as well as the parking search traffic in the cultivated areas.

### Attractiveness of public transport

Due to reduced traffic, the public transport is less obstructed. With reduced parking demand remains more space for own lanes for tram and bus.

### Improvement of the parking space situation

The parking situation for the resident population is improved. The need to drive away from short-term parking zones valid during the day is cancelled.

### Reduction of environmental impact

The reduction of car traffic also reduces its environmental impact (noise, air pollution, land use) and thus improves the quality of life of Viennese citizens.

### Improving the accessibility of the paid parking areas

The "necessary motorised car traffic", in particular freight transport and parts of the services and shopping traffic, can better reach the managed areas.

### More space and greater traffic safety

Pedestrians gain more space by reducing the traffic-obstructing incorrect parkers and their traffic safety has increased.

### Revenue for the improvement of city traffic

The income from the parking fees (short-term parking fee and parking permits) are earmarked in accordance with the Vienna Paid Parking Act for the building of garage construction and the improvement of public transport.

### Upgrading the living environment

Garage construction, in particular the construction of collective housing garages, is massively promoted in Vienna from the revenue of the paid parking. Public road space

can and should be relieved of parked cars and used to a higher standard. This use may include design of public space, bike paths and so on.

## Parking regulations in Vienna

Amount of the paid parking tax - valid since 1 January 2017

- Half an hour off (parking ticket red): 1.05 Euro
- One hour off (parking ticket blue): 2.10 euros
- One and a half hours of parking (green parking ticket): 3.15 euros
- Two hours of parking (parking ticket yellow): 4.20 euros
- Fifteen minutes of parking (violet parking ticket): free of charge

### Parking management (paid parking, time restricted)

In many districts of Vienna, areawide short-term parking zones are set up. In these zones, parking is chargeable at set times. With the park permit (Parkpickerl) one can park in his district in the areawide short-term parking zone, as long as one wants.

Also, in business streets parking permit (Parkpickerl) allows one to park there not longer than for 1.5 hours free of charge if one inserts a parking disc visibly.

One can only get a single parking permit for the primary residence.

### Parking regulation.

In some districts with areawide short-term parking, there are parking spaces reserved for local residents to improve parking in their own district.

Here only the following user groups can park:

**Resident population** Vehicles with a park adhesive (RFID chip) of the Municipal District Office for the resident population in the district of the main residence as well as in any existing overlapping zones to neighboring districts.

**Companies at the operating site** Vehicles with a parking card / parking chip (exception approval with RFID chip) for companies in the district of the operating site as well as in any existing overlapping zones to neighboring districts. This exception applies only from Monday to Friday on weekdays from 08.00 to 16.00. This also applies to accommodation establishments (hotels, etc.) and car repair shops / garages or their guests and customers, these must also insert a daily or weekly flat rate card for fee payment.

**Companies outside the operating site** Vehicles with a parking card / parking chip (exception approval with RFID chip) for companies that regularly carry out service and / or charging activities in other districts than those of the operating location. The authorization to use the zones applies with regard to those districts for which the parking ticket (RFID chip) has been issued, as well as in any existing overlapping zones to neighboring districts. This exception applies only from Monday to Friday on weekdays from 08.00 to 16.00. There is a daily or weekly flat-rate card for fee payment.

**Social services** Vehicles with a parking card / park chip (exception approval with RFID chip) of the Municipal Department 65 Legal Affairs for the Vienna Social Welfare Fund and

its recognized institutions and their employees. The authorization to use the zones applies with regard to those districts for which the parking ticket (RFID chip) has been issued, as well as in any existing overlapping zones to neighboring districts. This exception applies only from Monday to Friday on weekdays from 08.00 to 16.00. There is a daily or weekly flat rate to deposit fees.

**Small transporters** Vehicles up to 3.5 t maximum permissible gross weight for commercial purposes

Carriage of goods (small transport vehicles), if the registration document contains the identification number 20 (for use in commercial transport) and the license plate ends with the words "KT". These vehicles may be parked in all districts of Monday to Friday on weekdays from 08.00 to 16.00 U

**Persons with persistent severe mobility problems** Vehicles on which a parking permit is attached in accordance with § 29b StVO 1960 (Austrian Road , without any time or place restrictions.

**Employees** (even if they have been issued a parking card / park chip by the Municipal Department 65 Legal Affairs), car-sharing companies and occupational groups with their parking cards are not entitled to use the residents' parking zones, including any form of lump-sum payment (neither annual fee nor daily or weekly flat-rate cards) connected is. Also not eligible are single-lane motor vehicles.

## Enforcement

Enforcement is done by enforcement staff on foot.

- Ca. 500 people work as enforcement staff walking around in the streets and checking parked cars
- Ca. 280 work at the authority for fees and permits (MA 67)

## Evaluation of extension of the paid parking area in Vienna

Results of an evaluation study show that the parking space and traffic situation has improved significantly.

The comprehensive parking management system introduced in the 1st to 9th and 20th districts as well as in the northern part of the 15th district was extended in two steps (on 1st October 2012 and 1st January 2013) to the entire 15th district as well as to large parts of the Districts 12, 14, 16 and 17 expanded. As with the previous expansions, the current expansion is followed by a subsequent investigation. The evaluation study was carried out by ZIS + P traffic planning.

### Significant reduction in parking space utilization

Parking management has greatly reduced the demand for parking spaces in the street. The occupancy rate in the managed districts in the morning decreased on average from

83 to 60 percent. Residents, visitors, customers and suppliers are now much more likely to find a parking space.

The subsequent investigation also shows that these improvements did not occur in neighboring districts where parking management was not introduced, but on the contrary tended to be more tense.

In the 10th, 11th and 18th districts the parking space utilization remained at the same high level as in the before investigation. In the 13th district, the occupancy rate increased significantly - from a lower level: from 76 to 84 percent in the morning and from 65 to 76 percent in the evening.

## Reduction of car trips

The parking space management causes a shift from the car to bus and train. At the counting point Pressbaum of the West Motorway, traffic to Vienna decreased by 7.45 percent or 1,000 vehicles per day in the months from January to August 2013 compared with the same period in the previous year. The park-and-ride facilities in Vienna and in the province of Lower Austria are increasingly being used.

The expansion of parking space management has reduced the number of car trips by approximately 8,000 trips per working day (balance of reduced numbers of passenger cars, especially in commuter traffic and additional car trips in shopping and after-sales services).

## Strong reduction of vehicles parked in the street without Viennese registration

In particular, parking space management has led to a significant decline in demand for parking space with vehicles without a Viennese license plate (registered in Vienna). Before, in the morning, 20 percent of the available parking spaces were occupied by vehicles without Viennese license plates, in the subsequent investigation, the figure is only three percent. The number of these vehicles could thus be reduced to one seventh of the before value. In neighboring districts without parking space management, however, their number has continued to rise.

In the new management areas, around three quarters of the parked cars have a residents parking permit. Eight percent park with parking ticket. Five percent pay the parking fee by mobile phone. Six percent have a special permit for companies or employees.

Strong decline in the traffic-obstructing by people who park incorrectly.

The traffic-obstructing people who park incorrectly / parking violators have become significantly less. The number of vehicles parked at intersections, crosswalks, sidewalks, bike lanes or in the second lane could be reduced to one fifth through parking space management.



# Good Practise



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