

Measure title : Parking management in Graz**Country:** Austria**City:** Graz**A1 Objectives**

- Modal shift of commuter traffic towards public transport;
- Use freed-up parking space for pedestrians, cyclists and public transport;
- Ensure the 'multiple use' of parking spaces for shopping and business traffic.

A2 Description of the CS

The concept "Space for people" is an overall and integrated strategy to improve the living conditions in the city of Graz, via the implementation of coordinated transport measures. Those measures relevant to this case study are summarised below:

- In the heart of the historical old city a pedestrian area was established, with cyclists only having limited access;
- With a few exceptions, no short-term parking is allowed within the 'inner city area, although, short-term parking is allowed at the inner city outskirts;
- The monitoring and enforcement of short-term parking was devolved to a private company.

The revenue earned from parking tickets / fines (although, reduced by the costs of monitoring) is earmarked to support the expansion and improvement of the quality of public transport. These improvements are primarily in relation to service frequencies, as well as mobility management measures (e.g. mobility consultants) and improving passenger waiting conditions (stops expansion / canopy / passenger information).

In parallel, as a result of the actions mentioned above, there were also significant investments for improving the system by establishing a comprehensive system of parking ticket machines.

Revenue generated

In 2014, the City of Graz generated €24.8 million via parking-space management. €18.6 million were taken from charges, the rest from penalties. Taking into account costs for monitoring, staff and maintenance of the parking machines, around € 3.8 million remained and was used for traffic measures such as Park & Ride, mobility checks or more frequent and extended bus traffic.

Parking garages:

Simultaneously to the introduction of the short-term parking area around the old town area, the construction of (underground) parking garages were implemented. With the opening of these parking garage, a reduction of surface parking lots was realised.

B Costs and who paid them

As the development of Graz’s parking strategy was not really a case study - rather a long-term adaptation, it is difficult to estimate the total costs involved. Further, many of the improvements that have resulted, were partly co-financed by the measure on EU projects such as CITIVAS Trendsetters.

C Project objectives, indicators, data and impact/results

OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
<p><i>Long-term parking in the city centre on public property – 17,000 spaces</i></p> <p><i>Reduction of surface parking lots in and around the city centre. Abolition of the permanent parking lots in the historic city centre -From 2,000 to 0.</i></p> <p><i>Short-term parking from 1,700 to 2,000 spaces and temporary loading lots from 800 to 1,500</i></p>	<p><i>Parking fees for everyone: Special arrangements for residents in the direct living environment and for economic operators</i></p>	<p><i>Number of parking spaces before and after implementation of measures</i></p>	<p><i>Reduction of surface parking lots; establishment of a pedestrian area and the improvement of the public transport</i></p>

Were there any major changes in framework conditions (e.g. local economy, politics) during the implementation period that may have affected the impacts of the CS?

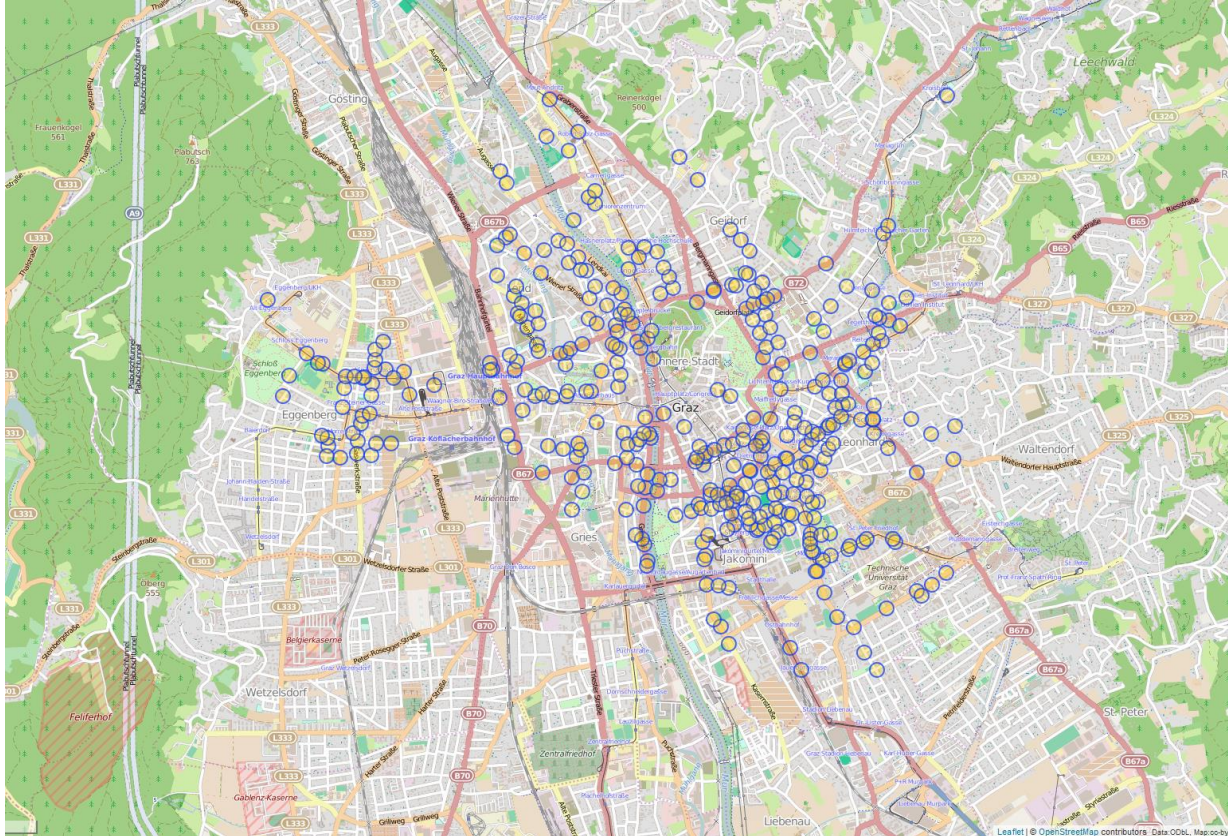
- General change of City politics with the programme “Space for people” and “Gentle Mobility”;
- Influence of local law (short term parking – province of Styria) and General speed Limit in City 30/50 regulation (30 km/h zone in a whole city area – national law);
- City internal opinion-forming process in 1992-1995 “GIVE” (Grazer integrierte Verkehrsentwicklung); Decided by the council of Graz in December 1995.

D Implementation process

General background about organisation of parking control system:

- Since 1979, there were short-term parking zones in Graz, which were monitored by the police;
- In 1991, the monitoring role was transferred to a private company which led to a fivefold increase in revenue. This was part of the project “Place for people”;
- In 1993 the first 300 ticket machines were introduced, in addition to pre-sale permits.
- Since 1998, the machines were set up nationwide;
- In 2000, old machines were replaced with new ones;
- From the beginning of 2002 (Euro changeover), only machines were in use; paper parking tickets no longer existed;

- In 2015, within a distance of 50m (from the business district) and 100m (from residential areas) of each parking area (blue or green zone) ticketing machines have been installed.



Picture 1 Vending machines in Graz (Source: Open Source Map, 2015)

D1. Stages

The CS was implemented, as follows:

- **Trend-Setting Decisions on Traffic Policies from 1977 to 1985** / Decision on the principles of traffic policy;
- **Integrated Traffic Concept for Graz 1987** / Guidelines on traffic policy and general program of measures;
- **VÜP 1988 to 1991 Solutions Across Various Means of Transport for Graz-East** / Decision for the alternative “Tram and Bus Concept” corresponding to the guideline “Gentle Mobility”;
- **Integrated Traffic Concept 1992** / Continuation of the integrated Traffic Concept for Graz 1987;
- **Guideline 2000 on Traffic Policy** / Resolution of December 1992 – “Gentle Mobility”;
- **Integrated Traffic Concept – General Program of Measures; The “GIVE” Concept – Graz Integrated Traffic Development (Grazer Integrierte Verkehrs Entwicklung)**;
- **Tramway-Expansion-Program** / December 2003.

D2 Barriers

- **Lack of awareness of the use of public space for everyone:** Awareness campaigns, such as 'Car free days', brochures, media campaigns, etc. The focus was on the one hand the integrated approach, but on the other hand the model 'Tempo 30' throughout the city, with exception of the main roads;
- **Lack of acceptance amongst shop owners:** Shop owners argued that parking was required for customers. In fact, the parking lots were used by the owners themselves or by employees;
- **Too long distances to the old town of Graz (which is also the business centre):** Support and initiation of the construction of parking garages with private investors, by providing the building ground for a symbolic price. Furthermore the additional costs for a high-quality surface design will be taken by the city. Approved times for loading between 05:00 and 10:00, un-bureaucratically control of 10 minutes waiting, which is generally allowed without labelling.

D3 Drivers

- High personal commitment of competent politicians;
- Planning and implementation of measures in a political responsibility way;
- Fixing the integrated approach and the ideas with the help of local council decisions
- Parts of an integrated concept ("Place for people" and "Soft Mobility");
- Communicating the idea of using the "surplus" of the parking management to provide a better public transport;
- Promotion of the significance of the historical old town – this has led to the admission as a UNESCO World Heritage Site in 1999;
- Construction of underground car parking garages around the historical old town;
- Visible and tangible improvement of public transport, or later on as a construction of the Park & Ride facilities.

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

Final Policy Report of CIVITAS Trendsetter

http://www.civitas.eu/sites/default/files/Results%20and%20Publications/CIVITAS_TR_ENDSETTER_Final_Policy_Report.pdf

Brochure "Gentle Mobility"

http://www.graz.at/cms/dokumente/10151122_3394949/e05ab676/brochure_gentle_mobility.pdf Homepage City of Graz: www.graz.at

Parking: www.parken.graz.at / www.garz.at/parken