

KARADENİZ TECHNICAL UNIVERSITY - POLICY TO REDUCE PARKING AREAS ON CAMPUS -

PURPOSE OF THE POLICY

This policy has been prepared to determine the basic framework for the reduction or transformation of parking areas on Karadeniz Technical University (KTU) campuses within the framework of a specific plan. This policy contributes to the efficient use of physical spaces on KTU campuses, increasing green spaces, and prioritizing security and accessibility, thereby improving the quality of university life.

RELEVANCE OF THE POLICY

Relevant Sustainable Development Goal (SDG) Criteria: This policy is primarily related to the following objectives of the United Nations Sustainable Development Goals:

- SDG 11 (Sustainable Cities and Communities)
- SDG 13 (Climate Action)
- SDG 15 (Life on Land)

Relevant Metrics:

- THE Impact Rankings
- UI GreenMetric

SCOPE OF POLICY

This policy covers the activities of KTU for the use, management and conversion of parking/parking areas in all campuses and campuses for alternative purposes. The plan to reduce parking areas, the transformation of these areas into green areas or common living areas, and campus physical planning studies are handled within the scope of this policy.

- **Target Audience:** Students, academic and administrative staff, on-campus businesses, visitors, and all stakeholders entering the campus with their vehicles.
- **Application Areas:** Indoor and outdoor parking areas, roadside parking spaces and campus areas around these areas in the central campus and all other campuses of the university.

BASIC PRINCIPLES AND LEGAL BASES

KTU adheres to the following basic principles regarding reducing parking spaces on campuses:

- **Space Efficiency and Green Transformation:** Unnecessary parking spaces are reduced for efficient use of physical spaces within the campus; these areas are transformed into green areas or common social areas in a planned manner to support the campus ecosystem.
- **Sustainable Planning:** The reduction and transformation of parking lots are carried out in a gradual and planned manner in accordance with the university's strategic plans. In this process, it is ensured that campus life is not disrupted and that stakeholders adapt to the new order.
- **Safety and Accessibility Priority:** Pedestrian paths, bike lanes, and accessible accommodations are prioritized to create a safe and accessible transportation environment within the campus. With reduced vehicle density, traffic safety risks are minimized. Areas cleared of vehicle density are transformed into richer social and cultural living spaces for students and staff.
- **Integrated Transportation Approach:** The transformation of parking areas is carried out in an integrated manner with on-campus transportation planning. In parallel with the reduction of the number of parking lots, the necessary infrastructure improvements are made for alternative

transportation options (e.g. ring service stops, bicycle parking areas) and the need for private vehicles is reduced.

- **Monitoring and Continuous Improvement:** The data obtained throughout the reduction and transformation processes of parking areas will be regularly monitored and the effectiveness of the application will be evaluated. According to the results obtained, strategies are updated when necessary and continuous improvement is ensured.
- **Legal Bases:** This policy is based on relevant legislation, especially the Highway Traffic Law No. 2918, the Environmental Law No. 2872 and the KTU Traffic Practices Directive.

RESPONSIBILITIES AND ROLES

Implementing Units:

- **General Secretariat:** It provides coordination between different units (Construction Works, Administrative and Financial Affairs, Health-Culture-Sports Department, etc.) that have a role in the execution of the process.
- **Construction and Technical Department (YİTDB):** Carries out the planned transformation projects of the parking areas on the campuses. It coordinates the removal of the determined parking areas, the realization of their physical transformation and the arrangement of new green/social areas.
- **Protection and Security Branch Directorate:** Ensures traffic order and safety in the process of reducing parking lots. It inspects closed or restricted parking areas, directs drivers and monitors compliance with parking prohibited zones on campus.
- **Department of Health, Culture and Sports (SKS):** Plans the effective use of converted parking areas (e.g. areas converted into sports, green or social activity areas) by students and staff.
- **Department of Administrative and Financial Affairs:** It carries out the budget planning and resource allocation needed for the transformation of parking areas. It manages the procurement processes of materials and services required for new infrastructure, landscaping, or alternative transportation solutions.

Monitoring Units and Responsibilities:

- **Rectorate and Senate:** Gives official approval of the policy and conducts necessary audits. It ensures that the objectives of the policy are achieved in accordance with institutional priorities.
- **Research Coordination Office:** Monitors the progress of the implementation of the policy, collects and reports data on performance indicators. The Sustainability Unit compiles the necessary data for sustainability indices such as UI GreenMetric and THE Impact Rankings. It also analyzes the results of the activities carried out within the scope of the policy and develops improvement suggestions.
- **Institutional Development and Planning Coordination Unit (KGPK):** Integrates the results of the policy into the system of institutional performance indicators and ensures their alignment with the objectives of the KTU Strategic Plan.

APPLICATION STEPS

1. **Initial Inventory and Goal Setting:** An inventory of parking spaces on campuses is made; total parking capacity and utilization rates are analyzed. As a result of this analysis, it is determined which areas will be reduced or transformed first, and measurable goals are defined.
2. **Planning and Design:** An implementation plan for the transformation of parking areas is prepared. How the determined park areas will be transformed (green area, pedestrian area, recreation area, etc.) is designed. At this stage, architectural and landscape projects are developed, units to be affected and alternative park arrangements are planned.

3. **Implementation and Transformation:** In line with the approved plan, the closure of parking areas or opening them for different use is gradually being implemented. First of all, parking areas are removed in the determined pilot areas and greening, or rearrangement is made. During the implementation, negative effects are reduced by providing alternative transportation opportunities (e.g. temporary parking areas, increasing the frequency of ring services) to campus users.
4. **Monitoring, Reporting, and Improvement:** After the implementation, the transformed areas and the use of general parking areas are monitored at regular intervals within the framework of the determined performance indicators. At the end of each year, the relevant units evaluate the performance of policy implementation and report the results. The process is improved by making the necessary corrections in policy implementations in the issues where the goals cannot be achieved. Progress and experiences are shared with all internal and external stakeholders.

PERFORMANCE INDICATORS

Indicator	Goal	Source of Verification
Total parking capacity (number of vehicles)	Reducing total capacity by 20% in 5 years	Parking inventory reports
Green area ratio (% total campus area)	It will be increased by 10% in 5 years	Maps, land use data
Social area ratio (%)	It will be increased by 10% in 5 years	Maps, land use data
Reduced/converted parking area (m ²)	It will be reduced to a maximum area of 750 m ² within 5 years	Project reports, campus plans

AUDIT AND REPORTING

- **Monitoring Frequency:** Performance indicators are evaluated annually; indicators related to the reduction of parking areas are regularly monitored by the relevant responsible units every year. The changes in the values in the indicators during the year are determined and necessary measures are taken in a timely manner.
- **Reporting Frequency: Annual** data are recorded in KTU Sustainability Reports within six months following the end of the relevant year and shared with the public on the university's website. Four-year data is compiled to form an input for the next strategic planning period. In addition, the relevant data obtained each year is reported to UI GreenMetric and other international sustainability indices.
- **External Verification:** Participation in national and international certification programs is provided to certify the performance of the university within the framework of the relevant indicators. The participation program and decision are taken by the senate. The implementation and effects of the policy are verified through audits carried out by independent organizations.
- **Revision Conditions:** In case 60% of the targeted values of the determined performance indicators cannot be reached for two consecutive years or in case of changes in national/international legislation; the policy is reviewed by the implementing units, revision proposals are prepared, and the policy is submitted to the senate for approval again.

EFFECTIVE DATE

This policy comes into effect from the date it is approved by the KTU Senate. University units are obliged to comply with and implement the provisions of the policy.