



KARADENİZ TECHNICAL UNIVERSITY - POLICY TO REDUCE THE NUMBER OF PRIVATE VEHICLES ON CAMPUSES -

PURPOSE OF THE POLICY

This policy has been prepared to provide the basic framework for limiting and reducing private vehicle traffic on Karadeniz Technical University (KTU) campuses. The policy aims to reduce carbon emissions and contribute to the creation of an environmentally friendly campus environment by reducing unnecessary vehicle density within the university through vehicle entry restrictions, ring service applications, the use of license plate recognition systems (PTS) and other alternative transportation solutions by prioritizing the principles of transportation safety, efficiency and sustainability on the campuses within KTU.

RELEVANCE OF THE POLICY

Relevant Sustainable Development Goal (SDG) Criteria:

- SDG 3 (Healthy Individuals)
- SDG 11 (Sustainable Cities and Communities)
- SDG 13 (Climate Action)

Relevant Metrics:

- THE Impact Rankings
- UI GreenMetric

SCOPE OF POLICY

This policy covers all practices regarding the management and limitation of the use of private vehicles within KTU campuses. Vehicle control and restriction measures at campus entrances, license plate recognition system (PTS) applications, incentives for on-campus ring services, infrastructure development for bicycle and pedestrian transportation are handled within the scope of this policy.

- **Target Audience:** Academic and administrative staff, students, visitors, and all stakeholders who have permission to drive on campuses.
- **Application Areas:** Vehicle entrance gates, roads and existing parking areas on all campuses of KTU, as well as checkpoints and transportation infrastructures related to these areas.

BASIC PRINCIPLES AND LEGAL BASES

KTU adheres to the following basic principles in reducing the number of private vehicles on campus:

- **Sustainable Transportation and Environment:** By reducing the use of fossil fuel private vehicles in on-campus transportation, it is aimed to reduce the carbon footprint and improve air quality. The use of environmentally friendly transportation methods (electric vehicles, bicycle, walking, etc.) is encouraged.
- **Access Control and Security:** Vehicle entrances are kept under control by using the License Plate Recognition System (PTS) and similar technologies at campus entrances. In this way, on-campus traffic order and pedestrian safety are maintained.
- **Public Transportation and Shared Transportation:** It is aimed to reduce the need for private vehicles with on-campus shuttle services and public transportation facilities. Incentive mechanisms are organized to direct students and staff to the university and shared transportation such as municipal buses, shuttles or carpooling instead of private vehicles on campus.
- **Infrastructure Improvements and Incentives:** Infrastructure supporting sustainable transportation, such as bike lanes, pedestrian paths, and electric vehicle charging stations, is developed on a planned basis. Physical arrangements are made to facilitate bicycle use and



pedestrian access on campuses, and encouraging practices are carried out for those who prefer these alternatives.

- **Monitoring and Feedback:** The results of private vehicle traffic reduction efforts are regularly monitored, and feedback is received from relevant units. Based on the data and feedback obtained, necessary improvements are made to the applications ; if necessary, the policy is updated.
- **Legal Bases:** This policy is based on the KTU Traffic Practices Directive, Highway Traffic Law No. 2918, Environmental Law No. 2872 and other relevant traffic/transportation legislation.

RESPONSIBILITIES AND ROLES

Implementing Units:

- **Administrative and Financial Affairs Department:** Manages the necessary financing, vehicle and service procurement processes within the scope of the policy of reducing the number of private vehicles. It makes budget planning for the supply or rental of ring service vehicles, covering maintenance and operating expenses, installation of PTS infrastructure and other related expenses. It also oversees agreements with possible external service providers related to transportation services.
- **Department of Construction and Technical Affairs (YİTDB):** Coordinates the development of alternative transportation infrastructure. It plans and implements technical works such as the construction of bicycle paths, improvement of pedestrian paths, and physical arrangements of areas to be closed to vehicle traffic within the campus. It also carries out work for the installation of electric vehicle charging stations and similar facilities needed.
- **Department of Health, Culture and Sports (SKS):** It is the unit responsible for the planning and operation of ring services on campus. It makes the necessary arrangements for students and staff to use public transportation and shuttle vehicles for on-campus transportation and arranges the shuttle routes and hours. It contributes to reducing the use of private vehicles by organizing awareness-raising events about transportation.
- **Protection and Security Directorate:** Carries out vehicle control and License Plate Recognition System (PTS) management on campuses. It enforces private vehicle entry restrictions, prevents illegal vehicle entries and monitors compliance with traffic rules within the campus. In addition, it initiates the necessary warning and sanction procedures in case of violations.

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.
- **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.
- **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:** The current situation regarding private vehicle traffic on campuses is analyzed. Using PTS data and observations, daily vehicle entry numbers, parking demand and traffic density are determined. Based on this analysis, measurable goals are defined.



- 2. Planning and Design: Vehicle** entry restrictions and alternative transportation arrangements to be implemented to achieve the determined goals are planned. An implementation schedule is created by ensuring coordination between the relevant units.
- 3. Implementation and Execution:** Planned measures are implemented gradually. Restrictions on private vehicle entry begin to be applied at certain gates or time periods; The PTS system is used effectively to prevent unauthorized vehicles from entering the campus. At the same time, ring services are commissioned to meet the on-campus transportation needs, and new bicycle and pedestrian infrastructures are put into use. While taking these steps, all university stakeholders are informed, and guidance is provided for compliance with transportation rules.
- 4. Monitoring, Reporting, and Improvement:** During the implementation process, indicators such as the number of private vehicle entries and ring service utilization rates are regularly monitored. At the end of each year, the relevant units evaluate the performance of policy implementation, and the results are reported. 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
Daily average campus vehicle entry (number)	Reduce the average daily vehicle entry during the year by 30% by 2030	PTS records
Number of people benefiting from the daily shuttle service	To reach the number of ring service users sufficient to meet the organization of 4 ring services per day on campus by 2030	YİTDB records
Number of bicycle parking spaces (units)	Creation of at least 4 bicycle parks by 2030	YİTDB records
Number of awareness events	Organizing at least 2 awareness activities during the year	Event images

AUDIT AND REPORTING

- Monitoring Frequency:** Performance indicators are evaluated annually; indicators related to water consumption 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 is 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.