



Mobile in Vienna

Transport Master Plan 03/08



Smart Moves

Strategies and Measures
of Vienna's Transport Policy



THE FUTURE
VIENNA

City of +Vienna



Photo: Spiegel

Executive City Councillor for Urban Development, Traffic and Transport
Rudi Schicker

Foreword

With the Transport Master Plan 2003, Vienna set itself clearcut priorities and objectives for a sustainable and innovative transport and traffic policy. In 2008, this Master Plan was evaluated, and it soon became evident that Vienna's inhabitants increasingly opt for "smart moves" – the ambitious targets for 2020 can be attained.

Despite this long-term approach, more than half of the 370 measures proposed in the Master Plan have already been made reality or are underway. Programmes implemented so far, e.g. the upgrading of the public transport network, parking space management and investments in bike traffic, have been visibly successful.

To ensure that these positive dynamics can continue, it is imperative to adapt the traffic and transport concept to new developments and changing frame conditions. We must create "intelligent" alternatives, so that people will continue to travel in comfort, day after day, year after year, as this is the only way to safeguard that the City of Vienna will be able to cope with the challenges of transport policy.

Smart moves

A prospering metropolitan region like the “Vienna Region” lives through the activities of its citizens and economy. Mobility is a key prerequisite towards this goal, although it must never impair the current or future quality of life for the population.

The Transport Master Plan Vienna 2003 defines this need for mobility under the heading “**intelligent mobility**” and prioritises “**smart moves**”. The following strategies can be derived from this claim:

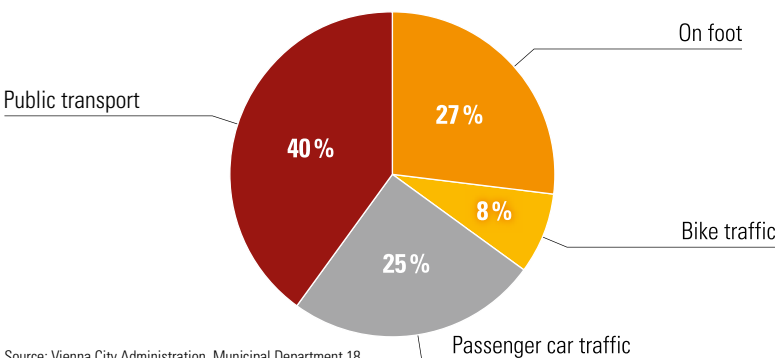
» “**traffic reduction**”: “mobility-reducing” urban development minimises the length and number of trips undertaken by promoting local shopping or allowing for a combination of housing and work in close proximity.

» “**traffic redistribution**”: it is an ambitious objective of the City of Vienna to shift the main thrust of traffic from motorised individual traffic to public transport and bike traffic.

In concrete figures, this means:

- › reducing private car traffic to 25 % of all journeys made by 2020,
- › increasing the share of bike traffic to 8 % by 2015,
- › increasing the share of public transport to 40 % by 2020, and
- › keeping the share of trips undertaken on foot at the current high level of 27 % until 2020.

Aimed-at transport mode choices of Vienna’s population



Source: Vienna City Administration, Municipal Department 18

New challenges – new strategies

The City of Vienna develops a strategic traffic and transport concept roughly every ten years. The most recent concept, the Transport Master Plan, was drawn up in 2003. Its objectives and measures were defined by both municipal and external experts in co-operation with citizens. After five years, the Master Plan was evaluated in 2008. Based on the results of this evaluation, the Master Plan was now amended and adapted to various changes in frame conditions. The outcome is an updated traffic and transport concept geared to address the mobility-related challenges of coming years as efficiently as possible.



Ensuring high quality of life

The ambitious objective of rendering the effects of mobility as environmentally friendly as possible is inspired by four very solid reasons that impact the quality of life for all inhabitants of Vienna:

- › less noise pollution
- › even better air quality
- › room for activities in public space
- › high level of safety for all road users

Public transport and bikes on an environmentally friendly road to success

In recent years, Vienna has already embarked on a promising course due to the rising share of environmentally friendly transport modes.

If we e.g. compare the years 1993 and 2007, it becomes evident that the share of trips undertaken by car has decreased from 40 % to 32 %. At the same time, more and more people travel by public transport or use bikes. However, the districts at the urban periphery still pose a challenge.

In coming years, it is planned to improve service in these areas to make it easier for the Viennese to switch to public transport and bikes.

Less noise

Noise abatement measures conducted in recent years have already resulted in a degree of success. While approx. 72 % of the Viennese population felt that traffic noise was a disturbance in 1998, their number had decreased to slightly under 67 % in 2006.

Clean air

In the future as today, complying with EU limit values for certain air pollutants will remain a major challenge; above all with respect to particulate matter and NO_x emissions, much is still to be done. It is thus hoped that the use of environmentally friendly transport modes will increase further, that technologies will improve, and that customers will show greater environmental awareness in purchasing new cars. Moreover, massive efforts need to be undertaken with respect to climate-relevant CO₂ to attain the ambitious objectives of Vienna's Climate Protection Programme.

High traffic safety

Vienna's long-term goal is "Vision Zero" – a vision that aims for an ethical approach to traffic without fatal accidents. Over the past 25 years, the number of persons injured or killed in road traffic has markedly decreased. Despite this, the City of Vienna has reinforced its efforts to continuously improve the situation: in the future, the technical surveillance of speed limits and red light crossings is to be further stepped up. To safeguard effective measures, traffic safety research will focus more strongly on such target groups as pedestrians and cyclists.

Changes in transport mode choices

Choice of transport mode in 1993



Choice of transport mode in 2001



Choice of transport mode in 2007



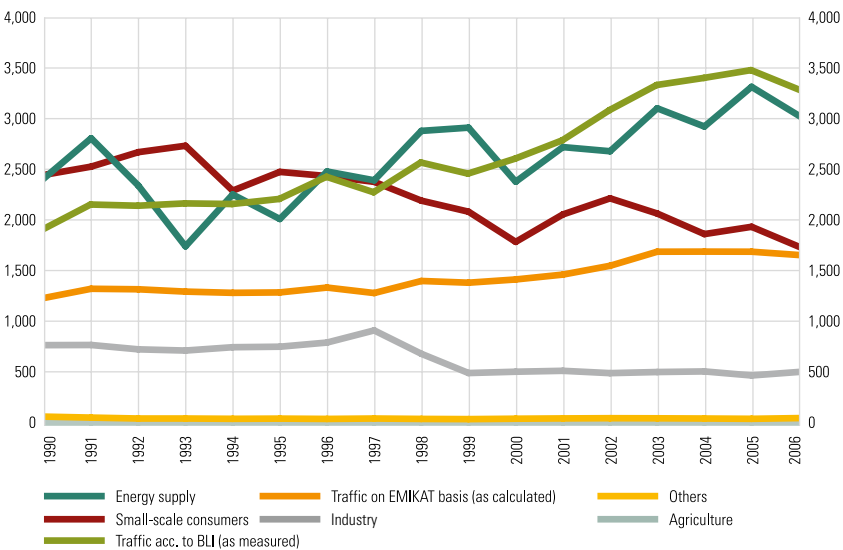
Choice of transport mode in 2020



Public transport Passenger cars Bikes On foot

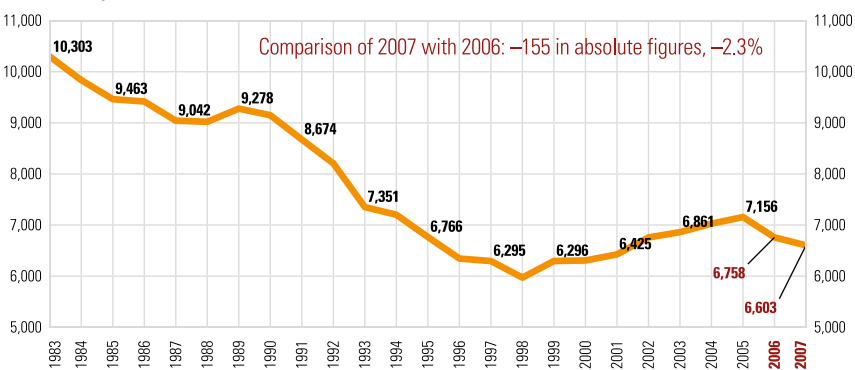
Source: Socialdata

Development of CO₂ emissions according to causal groups in Vienna (shown in 1,000t of CO₂)



Sources: Federal Environment Agency (2008): Air pollutant inventory (BLI) for the Federal Province of Vienna; Municipal Department 22 (2008): Emission inventory for Vienna (EMIKAT), 2006 data status

Persons injured or killed on Vienna's roads, 1983–2007



Source: Vienna City Administration, Municipal Department 46, 2008



Photo: Christa Hainl (Municipal Department 18)

By 2010, all public transport stops in Vienna will be equipped with information displays. These show waiting passengers when the next tram or bus will arrive. Mobility-challenged passengers are additionally informed about the departure time of the next barrier-free means of transport.

Public transport at your fingertips

Vienna boasts one of the world's best public transport systems. Both the density of the network and its intervals and quality of use are in the international top range. But of course, anything can be improved ...

In the Transport Master Plan 2003, the City of Vienna pledged to further step up its public transport services. A lot has been done above all in the field of new Underground stations, and the improvements continue.

Fast city links with the Underground and regional train system

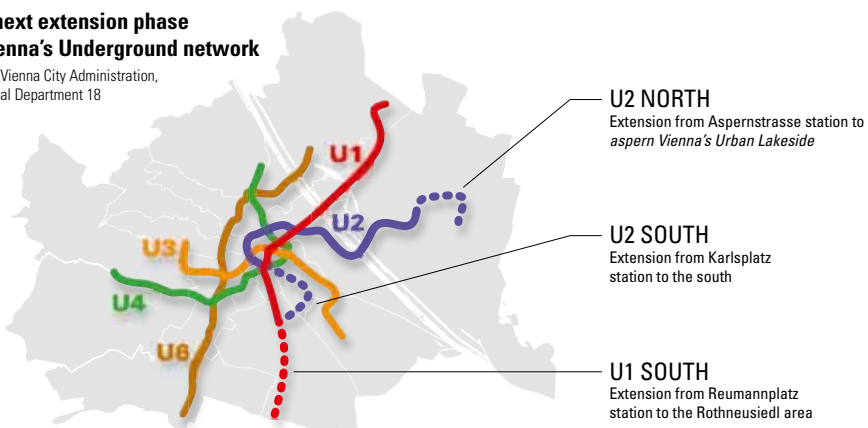
When the U2 Underground extension to Aspernstrasse will take up operation in autumn 2010, Vienna's Underground network will have attained 75km and around 100 stations. Another upgrading push will extend the U2 line to the north and south and the U1 line to the south by 2019. At the same time, regional train stations ("Schnellbahn") are continuously modernised, e.g. Traisengasse or Praterstern. As a result, the Schnellbahn becomes an attractive urban transport mode and a comfortable alternative to the car for commuters from Vienna's environs.

Even more tram kilometres

The time-tried trams, too, remain a mainstay of Vienna's public transport network, although the much-loved traditional trolleys have been transformed into a trendy and modern means of transport. Thus the City of Vienna not only continuously launches new ULF tramcars but will even build new tram lines over the next few years to render public transport more attractive, above all at the urban periphery. By 2013, the new 26 line will take up operation in the 22nd municipal district, leading from Kagraner Platz via the future U2 station Hausfeldstrasse to the new train station of *Aspern Vienna's Urban Lakeside*. In addition, the new 25 line will link the centre of the Aspern suburb and *Aspern Vienna's Urban Lakeside*. The D line will be extended to the new city quarter around Vienna Main Station in 2012.

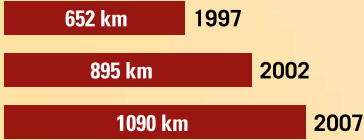
The next extension phase of Vienna's Underground network

Source: Vienna City Administration, Municipal Department 18



Development of bikeway network in kilometres

Source: Vienna City Administration, Municipal Departments 18 and 46



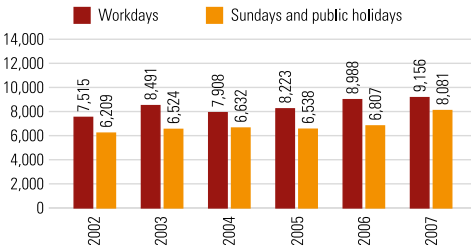
Bikes are welcome

Bikes have become very popular in Vienna in recent years, and the number of cyclists is constantly increasing. That's very encouraging, since cycling is good for the environment – and for your health.

One of the key projects laid down in the Transport Master Plan 2003 was to increase the share of bike traffic to around 8% by 2020. The positive developments of recent years have motivated the City of Vienna to anticipate this target date to 2015. Statistics show a clear trend favouring bikes.

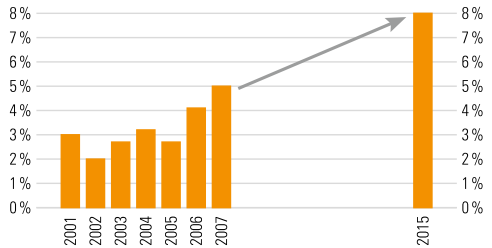
Average number of cyclists per day, 2002–2007 (sum total of 8 recording points)

Source: Vienna City Administration, Municipal Departments 18 and 46



Share of bike traffic during evaluation period, 2001–2007

Source: Vienna City Administration, Municipal Department 18/Socialdata: KONTIV survey, 2007



Cycle, park and shop

To safeguard that even more inhabitants of Vienna can travel safely by bike, the City of Vienna is continuously upgrading its bikeways. Due to the enlargement of the main bikeway network, the number of cyclists already grew significantly between 2002 and 2007: thus the recording points counted an increase by 22% for cyclists on workdays and even tallied at a 30% plus for Sundays and public holidays. In addition to building bikeways and bike routes, the City of Vienna is also interested in providing an even greater number of bike parking racks. To support e.g. building owners and the business community in offering more bike parking space, the installation of racks, bike boxes or other bike parking facilities is subsidised with up to €350. In the next few years, special attention will be paid to shopping traffic by bike. Young people, too, are to be encouraged to switch to bike use.

City bike system

Year	Capacity (bikes)	Locations
2003	214	12
2004	747	41
2005	874	48
2006	897	49
2007	1,015	54
2008	1,251	60
Objective 2009	2,000	85

Source: GEWISTA



Photo: Citybike Vienna/Foto: Ansböck

Vienna's free rental city bikes may be rented and returned on an as-you-please basis at fully 60 public bike stations across the city.



We all like to walk

Every journey begins with a walk – no matter whether it's to your parked bike, the next public transport stop, your car or just walking on through to your destination. All of Vienna's inhabitants walk about one third of their trips within the city.

Lowered and wider sidewalks, longer green light phases

To make sure that pedestrians will move comfortably and safely through Vienna, numerous small-scale measures are being taken, all aimed at improving the quality of routes for pedestrians: At crossings, pavement curbs are lowered to enable persons pushing prams and wheelchair users to cross the street smoothly. When redesigning roads, attention is paid to make sidewalks at least two metres wide. Last but not least, traffic lights are phased as pedestrian-friendly as possible, so that nobody will have to wait longer than 40 seconds on an average for the next green light phase.



Photo: Municipal Department 23a

Khlesplatz: greater pedestrian safety due to red edging for the zebra crossing and elevated traffic lanes



Photo: Municipal Department 06

Servitengasse, 9th municipal district: the redesign creates a living street and more space in front of the church.



Photo: Municipal Department 06

Neubaugasse, 7th municipal district: the redesign recovers space for pedestrians and calms traffic.

Fair road space sharing

In addition to these comprehensive measures, the next few years will also see the designation of pilot areas where fairer road space sharing is a priority, thus paying special attention to the needs of weaker road users. International examples show that this can indeed work: instead of a multitude of traffic signals and individual lanes assigned to different transport modes, the respectful and peaceful co-existence of car drivers, cyclists, public transport and pedestrians should be encouraged.



And what about the cars?

Cars need space, a lot of it – not just for driving, but also for parking. And they occupy this space above all in public areas that should be there for all inhabitants of Vienna.

Park-and-ride – a winning combination

To prevent an avalanche of cars entering the city, Vienna prioritises park-and-ride facilities at the urban periphery, where commuters can switch easily to public transport already outside Vienna's city limits.

In coming years, a co-operation with the Federal Province of Lower Austria will lead to the construction of additional park-and-ride facilities near regional train stations in municipalities adjoining Vienna. Moreover, such facilities are planned for crossing points of high-level roads and railway lines at the city limits. Around 1,800 new parking slots in Viennese park-and-ride facilities are planned for 2009.

Parking space is valuable

Compared to other European metropolises, Vienna is not particularly affected by traffic congestions. Rather, the city's specific bottleneck is – or rather, was – a lack of parking space. For this reason, the City of Vienna introduced parking space management more than a decade ago – and with great success, too. The average parking duration has decreased markedly, which above all eases business and shopping traffic and facilitates the situation for local residents.

In conjunction with other measures, parking space management moreover reduces passenger car traffic. In the municipal districts 1 to 9 and 20 – i.e. the districts applying a parking space management policy –, the volume of passenger car traffic has been continuously decreasing for the past 15 years. To create more space at ground level, further affordably-priced underground car parks near residential developments and public transport stops are to be built over the next few years.





Individuality in motion

Day after day, every inhabitant of Vienna decides anew for or against specific modes of transport. To encourage decisions in favour of sustainable mobility, the City of Vienna complements its efficient infrastructure with comprehensive information and support.

ITS Vienna Region – always available current data

ITS Vienna Region is a novel route planner that supports users in their search for the best combination of different transport modes – public, passenger car or bike. Compared to conventional navigation devices or Internet route planners, ITS offers several advantages:

- › The information is always current: traffic jams, roadworks or delays are taken account of in real time for each query.
- › The route planner indicates and freely combines all transport modes – car, bus, train, tram, bike and pedestrian routes – on an equal footing and in addition offers information on parking lots and park-and-ride facilities.

As of May 2009, ITS will be available for all of Vienna, Lower Austria and Burgenland as a free-of-charge Internet service at: www.its-viennaregion.at

Cycling – fast and safe

In 2006, the City of Vienna launched a novel bike route search programme that is unique in Europe: the website www.radroutensuche.wien.at permits compiling customised bike routes online, around the clock. Users may choose between “safe” and “fast” routes; bike parking sites and city bike stations are shown as well.

Does everyone need a private car?

To render car use in Vienna more environmentally friendly, the City of Vienna supports car sharing and car pools, since both approaches – e.g. the project “compano”, a car ride exchange – tie in smoothly with the transport policy objectives of the City of Vienna.

Safe travelling from and to school

In co-operation with AUVA, the Austrian Social Insurance for Occupational Risks, the City of Vienna develops maps that help elementary school pupils and their parents to choose routes from and to school in Vienna. These maps, which were individually designed for the catchment area of every elementary school, support parents and their kids in finding the safest route.

Service

Transport Master Plan Vienna 2003/2008

The evaluation and updating of Vienna's transport and traffic concept has been published as a "workshop report" and may be ordered from Municipal Department 18 (MA 18) against invoice or purchased for the price of €7.- during the Wiener Planungswerkstatt business hours. A summary is available on the Internet at www.wien.gv.at/stadtentwicklung/verkehrsmasterplan/publikationen.htm

www.its-viennaregion.at

ITS Vienna Region is a novel route planner for Vienna, Lower Austria and Burgenland that searches for the most appropriate transport mode and indicates current problems along a given route.

www.radroutensuche.wien.at and **www.radfahren.wien.at**

Vienna's bike route search programme permits a choice between "safe" and "fast" routes.

www.vor.at

The website of the integrated transport operator Verkehrsverbund Ostregion informs about timetables and ticket prices in Vienna, Lower Austria and Burgenland.

www.wienerlinien.at

This website provides comprehensive information about tickets, timetables, services and barrier-free use of the facilities of Vienna's public transport company Wiener Linien.

www.radfahren.wien.at

This is a source of information about Vienna's bikeway network, city bikes and service points for cyclists.

www.asfinag.at

The website of the road construction company ASFINAG informs about road projects in and around Vienna.

www.compano.at

compano is a ride exchange that arranges car pools in Vienna and across all of Austria – it's easy and free of charge.

www.schulweg.wien.at

These maps help parents to find safe routes from and to school for their kids.

www.barrierefreiestadt.wien.at

This website provides information about barrier-free mobility as well as links to various competent bodies of the Vienna City Administration.

01/95559

Road and traffic info hotline that informs about construction sites and other questions regarding roads and traffic.



Mobile in Vienna

Transport Master Plan 03/08

Imprint

Media owner and publisher

City of Vienna, Municipal Department 18 (MA 18) – Urban Development and Planning
www.wien.at/stadtentwicklung

Editors: Angelika Winkler (MA 18), Dieter Häusler – (MA 18),
Vera Layr (office of Administrative Group for Urban Development, Traffic and Transport)

Text contributions: PlanSinn – Büro für Planung und Kommunikation

Graphics, production: Mediaprojects, www.mediaprojects.at

Technical co-ordination: Willibald Böck (MA 18)

Translation: Sigrid Szabó

Printed by: "agensketterl" Druckerei GmbH

Illustrations: Neubauwelt, Mediaprojects

Photos: Christanell (MA 18), PlanSinn, unless stated otherwise

Printed on environmentally friendly printing paper from
the "EcoBuy Vienna" sample folder.

© City of Vienna – Urban Development and Planning 2009