



Facts on Active Mobility Vienna / Austria

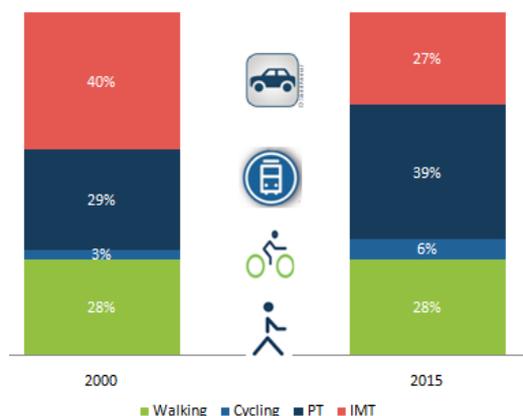
City Profile Vienna



- City area:** 415 km²
- Population¹:** 1,840,226 total inhabitants in 2016
- Life expectancy²:** 82,6 years (both sexes)
- Population density³:** 4,435 inhabitants/km²
- GDP per capita²:** 47,300 Euro
- Land Use²:** 45% green space, 36% built-up space, 14% road space, 5% blue space
- Modal Split²:** 27% IMT, 39% PT, 27% Walking, 7% Cycling
- Car ownership rate²:** 372.5 cars/1,000 inhabitants

Picture: Vienna's Town Hall © Fürthner / PID

Modal Split



In 2015, 73% of all trips in Vienna were made by active mobility (AM) i.e. through public transport (PT), bicycle or by foot. Compared to 2000 the share of **individual motorized traffic** (IMT) decreased from 37% to **27%**, mainly due to a shift to **public transport (39%)** (high quality of PT network and reduction of prize for an annual ticket to € 365,00). Vienna has a quite good **walking** share (**27%**), while **cycling** lags a little bit behind with **7%** (Figure 1).⁴

Figure 1: Modal Split in Vienna 2000 and 2015

Vienna's transport system in a nutshell

Car network ²	Walking & Cycling network ^{5 2}	Public Transport network ²
<p>Private car density: 372.5 cars/ 1,000 people (2015) → Total number of cars is slightly increasing, the private car density is decreasing</p> <p>Road network: 2,777 km municipal roads and 47 km federal roads (> 24 km² of space for cars)</p> <p>Parking: Parking fees for on-street parking in most of the districts</p> <p>Road pricing: no</p> <p>Car sharing: 4 car sharing services provide approx. 1,000 cars</p>	<p>Bicycle availability: 55% of all households in Vienna</p> <p>Cycling network: 1,298 km of cycling lanes in 2015 (2005: 1,011 km), 0.38 km² for cycling infrastructure</p> <p>Contra-flow cycling: 242 km</p> <p>Pedestrian zones: 0.337 km², 11.35 km² space for pedestrians</p> <p>Cycle parking: > 35,000 cycling racks</p> <p>Bike sharing: City bike since 2003 with 1,500 bicycles in 120 stations</p>	<p>Metro: 5 lines; 78.5 km</p> <p>Tram: 29 lines; 222.7 km</p> <p>Bus: 127 lines, 846.86 km</p> <p>Passengers: > 900 million passengers/ year and 698,968 annual public transport passes sold in 2015</p> <p>PT priority: yes, in the general traffic organisation</p> <p>Real time information: yes</p> <p>Price for a PT annual ticket: € 365.00</p>

Vienna's Strategies & Policies



Urban development plan 2025, Vienna (2014)⁴

The city of Vienna has a clear AM strategy set out in the **Urban Development Plan STEP 2025** (Vienna City Administration, 2015)⁴ and the affiliated **Urban Mobility Plan** (Vienna City Administration, 2015). The strategies therein are underpinned by the **National Masterplan Walking** (Austrian Ministry for Transport, Innovation and Technology 2015) and the **National Masterplan Cycling** (Austrian Ministry for Transport, Innovation and Technology 2015) comprising all kinds of objectives and measures to improve the infrastructure as well as safety for cyclists and pedestrians. For an active promotion of AM a **Mobility Agency** (with a commissioner for walking and one for cycling issues) has been established in 2011 by the city administration.

“The Vienna Urban Mobility Plan reflects the consistent implementation of a vision of the city enshrined in the Urban Development Plan STEP 2025: mobility in Vienna should be fair, healthy, compact, eco-friendly, robust and efficient.”⁴



Figure 2: Target Modal Split 2025 (STEP 2025)⁴

Viennese road safety programme aims to halve the number of traffic accidents (5,848 accidents with 7,069 persons injured) until 2020 and the long-term vision of zero fatalities.

Vienna’s Climate Protection Programme has set a target to reduce greenhouse gas emissions (GHG) by 21% per capita, by 2020. As most GHG emissions are caused by road traffic (1.68 million tons CO₂ in 2006), mobility and city infrastructure are the main fields of action, covering a bundle of measures to reduce or avoid traffic and increase the shift to sustainable modes.

Transport & Health



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The value of AM for health is acknowledged on the policy level according to the *Health in All Policies* approach. On national level the link between health and mobility is considered in the **National Action Plan on Physical Activity**⁶ as well as in the **National Health Targets**⁷

Target 8: Promotion of healthy and secure physical activity in everyday life by creating an amiable environment.

The contextual and organizational cooperation between both sectors (transport and health departments) on the level of implementation still needs to be improved to benefit from potential synergies. *“Both sectors often cooperate in single projects, but have no common basis and interchange”* (Stakeholder, Vienna). Intersectoral exchange needs to recognise the challenges of structural competence to involve in different political sectors as well as the provision of necessary resources and capacities.

Enabling factors & challenges

A clear political will, development of strategies and visions, provision of walking and cycling infrastructure, cycling culture and awareness etc. are enabling factors for promoting walking and cycling in a challenging process.

Political decision: In Vienna, there is a clear political will to promote walking and cycling; at the same time “fear to lose car drivers’ votes”.

Administration: Joint approaches of different departments are promising, however there are still scattered responsibilities.

Financial issue: While there is a dedicated budget for cycling infrastructure, no explicit budget exists for walking infrastructure, neither at municipal nor at district level.

Infrastructure: Compared to other cities there is still potential to improve cycling and cycling infrastructure in Vienna (cycle lanes, cycle highways etc.); walking network is pretty attractive.

Social environment: Awareness campaigns, events and the mandate of the mobility agency push on creating a walking and cycling friendly climate.

Transport & Health: Health is not a key driver for AM projects, it’s a side effect.

“The city has realized the importance of walking and cycling and of creating a walking and cycling friendly city. The promotion of AM is a key matter of transport planners and politicians.” (Stakeholder, Vienna)

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¹ www.wien.gv.at (20.4.2017)

² <https://www.wien.gv.at/statistik/pdf/menschen-2016.pdf> (20.4.2017)

³ <https://www.wien.gv.at/statistik/pdf/viennainfigures-2016.pdf> (20.4.2017)

⁴ Vienna City Administration (2015). Urban Development Plan 2015. Municipal Department 18 - Urban Development and Planning, Vienna City Administration. Vienna <https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008444.pdf> (24.4.2017)

⁵ Bmvit (2016). Österreich unterwegs 2012/2014. Ergebnisbericht zur österreichweiten Mobilitätserhebung „Österreich unterwegs 2013/2014“. Bmvit, Wien, Juni 2016.

⁶ BMG und BMLVS (2013). Nationaler Aktionsplan Bewegung. BM für Gesundheit und BM für Landesverteidigung und Sport. Wien

⁷ BMG (2012). Austrian Health Targets. BM für Gesundheit. Vienna http://www.gesundheitsziele-oesterreich.at/wp-content/uploads/2016/12/Rahmengesundheitsziele_EN_Version_IV_20161028_neues-LOGO_BMGF-1.pdf (24.4.2017)