

MOBILITY



73%
of journeys are made by eco-friendly forms of transport

Percentage of journeys in Vienna made on foot, by bike, or on public transport (2016).

As a key area for reduction of CO₂ emissions, mobility is of special importance in the Smart City Wien Framework Strategy. Although there have been positive trends in the past few years, both investments and incentives will be necessary to achieve a further modal shift towards ecomobility (walking, cycling, public transport) and to support market development in the field of vehicles using alternative propulsion technologies. In the promotion of alternative propulsion technologies it is important to consistently prioritise ecomobility and mobility without privately-owned cars.

OBJECTIVE

- Public transport, walking & cycling
- E-mobility
- Commercial traffic
- Commuter traffic

Reduction of motorised individual traffic (MIT) in the city to 20% by 2025, to 15% by 2030, and to markedly less than 15% by 2050; shift from MIT to public transport and non-motorised forms of transport.

By 2030, the largest possible share of MIT should make use of new propulsion technologies (e.g. electric vehicles). By 2050, all motorised individual traffic within the municipal boundaries should do without conventional propulsion technologies.

By 2030, commercial traffic originating and terminating within the municipal boundaries should be largely CO₂-free.

By 2030, the energy consumption of passenger traffic across municipal boundaries should be reduced by 10%.

STATUS QUO

The monitoring results in the mobility field show some substantial variations.

Although the proportion of motorised individual traffic is continuously decreasing in the long term, current values indicate that further impetus is urgently required: after a strong decline in car traffic from 31% to 27% from 2010 to 2013, there was a stagnation in the subsequent years. If the medium-term targets for 2025/2030 are to be attained, the share of car traffic must fall by approx. one percentage point annually.

Vienna is currently not on track to attain its objective with regard to the shift to new propulsion technologies.

The slight increase in the number of passenger cars with alternative propulsion systems in recent years is primarily attributable to the increasing numbers of hybrid vehicles, and only to a lesser extent to growth in the number of electric vehicles. Overall, the share of passenger cars with alternative propulsion technologies in 2016 amounted to as little as 0.9%. The majority of current passenger cars and new registrations are still conventional diesel and petrol-powered vehicles. Due to the limited data available, no comprehensive evaluation of the development of CO₂-free commercial traffic can be made at present. Although heavy goods vehicles with alternative propulsion technologies as a share of total vehicles has increased since 2012, it was still only 0.8% in 2016.

The objective of reducing the energy consumption in cross-border passenger transport is on track for attainment. Fuel consumption fell by about 4% between 2010 and 2014; however, this was not due to a reduction in mileage (km driven) but to improvements in vehicle technology and the resulting decrease in fuel consumption per kilometre.



ACTION REQUIRED

There is a strong need for action regarding all objectives in the mobility field, as described in detail in the "Urban Mobility Plan for Vienna".

A combination of "push" and "pull" measures is recommended:

- » Investments in public transport, cycling and walking as well as in park & ride facilities.
- » Consistent parking management.
- » Promotion of e-vehicles and development of a basic network of charging stations.
- » Development of joint solutions for commuter traffic with Lower Austria.

In order to enable better future monitoring of traffic volumes and allow appropriate counter-measures to be taken, improvements in data collection are necessary, particularly with regard to commercial traffic and traffic in the metropolitan region.

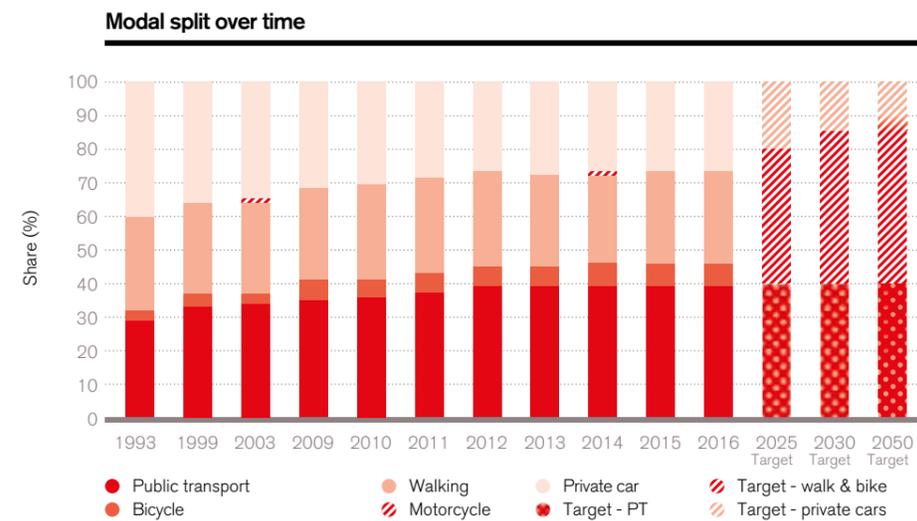


Figure 7: Modal split in Vienna.

Source: Diagram by UIV. Data: Wiener Linien

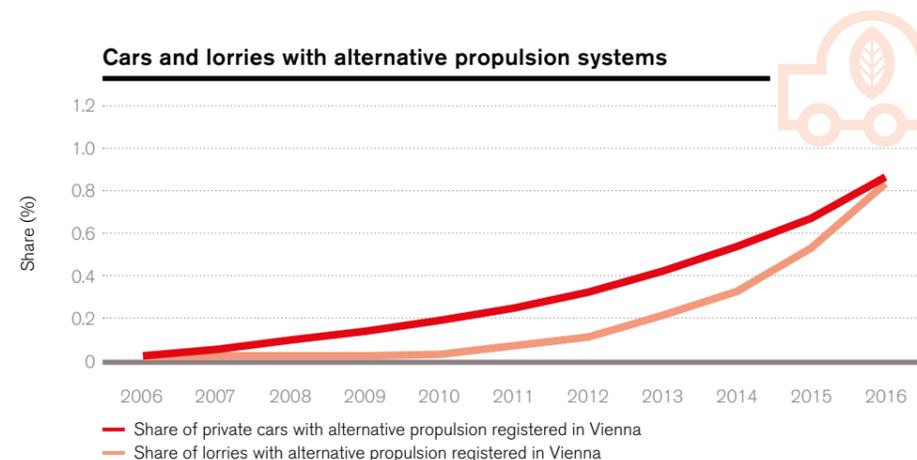


Figure 8: Vehicles with alternative propulsion systems: electric, hybrid and fuel cell propulsion systems are defined as alternative. The term "heavy goods vehicles" comprises Class N HGV and articulated lorries as well as motorised tractors and transport carts.

Source: Statistics Austria