

THE FUTURE VIENNA

Evaluation of Transport Masterplan 2003/2008
impacts
2009 06 04

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Main Emphasis of Action Vienna Masterplan Transportation 2003

IN ZUKUNFT
WIEN
Planen. Gestalten. Handeln.

Rails and Roads for Europe!

S-Bahn (Commuter Rail) plus!

attractive public transport
linking city and region

**Impulses to Urban
Development by Metro!**

attractive public transport at
the periphery

Fast Tramway Tangentials!

attractive public transport at
the periphery

Stops only at Stops!

systematic right of way for
trams and busses

Safe Mobility: Vision Zero!

no fatalities

Out of the Way!

re-use of public space

Giant Cycle Traffic!

great leap forward in improvement of
cycling conditions

Systematised Mobility!

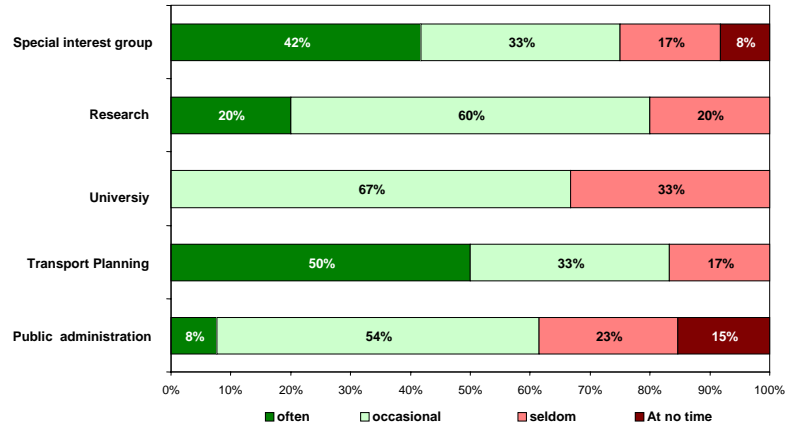
Traffic & Mobility Management

Logistics Competence!

high-quality freight transport and

Reach of Masterplan Transport (among the experts)

Do you use the masterplan in your daily work?



Guidelines for Evaluation

- Definition of purpose of evaluation
- Methodic orientation based on originally concept
- Qualitative und quantitative elements, simple and realizable system of indicators
- Evaluation is a learning process
- Evaluation is a participative process
- Combination of ex post - and ex ante - processes



Design of Process



- self-Evaluation
- participation of stakeholders

Understanding of tasks

Evaluation is not an...

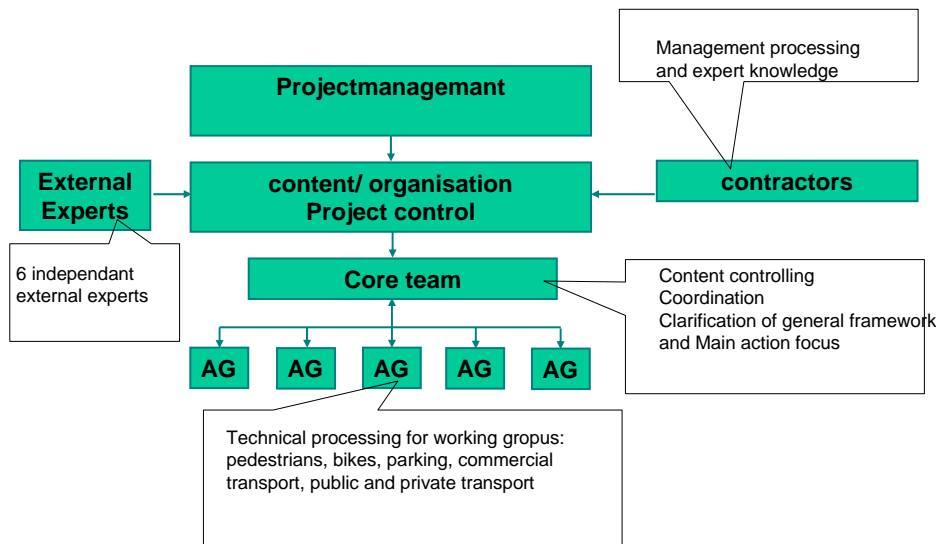
- Instrument to control

But an...

- Instrument for orientation and support politicians and the administration
- Achieve common learning and applied knowledge-management
- Result of cooperative work within the administration after wide public discussions
- Instrument for methodically discussion about interim results of a longterm concept



Organisation



Criteria of Evaluation

Relevance – Do we do the right thing?

review of current general framework and changing conditions

Effectiveness – Do we reach the goals? Relates to the ideal world.

appraisal of results and trends

Efficacy – Is the ratio of resource cost-effective? Relates to the real world.

appraisal of implementation, costs, strategies, communication and cooperation,

Impact – how much is the contribution to higher goals?

how high is the contribution to environment, economic location attractiveness and structure of urban development

Sustainability – Are the effects long lived?

Strategic future trends,

references –and if necessary new orientation and new criteria

Two Phases of action

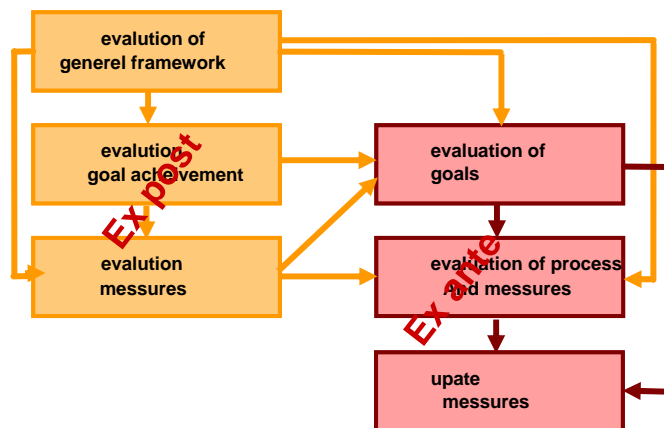
Evaluation

- continuous recording of implementation (check of main criterias, goals and messures, reports)

Update

- adaption of guiding principles
- new weighting of goals
- update of transport masterplan





Evaluation und Update of Transport Masterplan – formal set-up



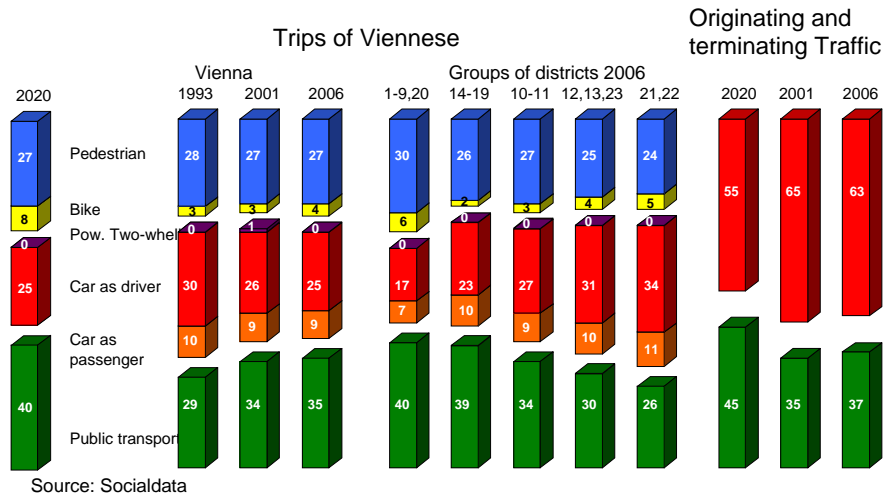
additional challenges in Vienna region

- ➔ growth of population higher than assumed
- ➔ boundless european economic area
- ➔ challenge in policies of environment, energy and climate change, Kyoto till climate change programm of Viennna, anti-air pollution programms a.s.o.
- ➔ external help: several solutions are in progress: higher costs of fuel
- ➔ technical innovationen for emission and reduction of energy consumption by cars
- ➔ „environmentalization“ of legal and fiscal general framework

main criterias for evaluation

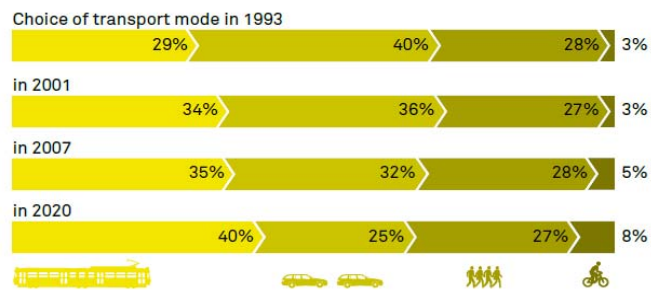
- 1  Shared mode of trips
- 2  Traffic flow
- 3  Chances of mobility
- 4  Road safety
- 5  Negativ effects of traffic

Main goal: shift of car traffic

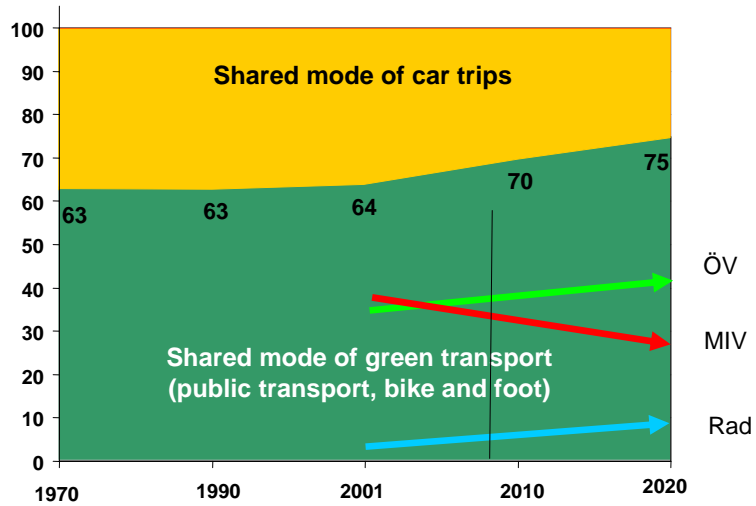


Modal Split in Vienna – presence and future

Changes in transport mode choices
Source: Socialdata

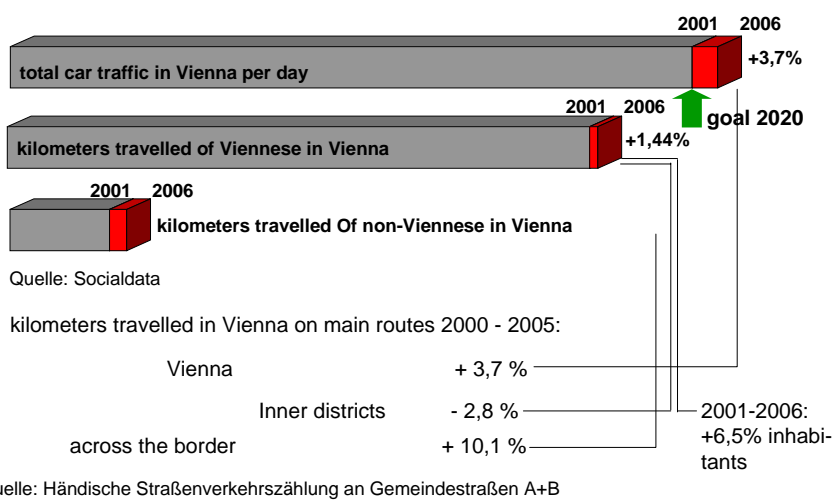


Trips of Viennese



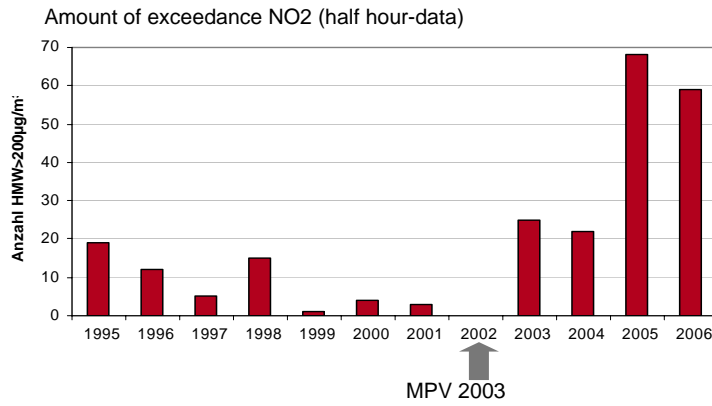
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Main goal: Avoiding car traffic



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Reduction of Nitrogen dioxide: no exceedance limits

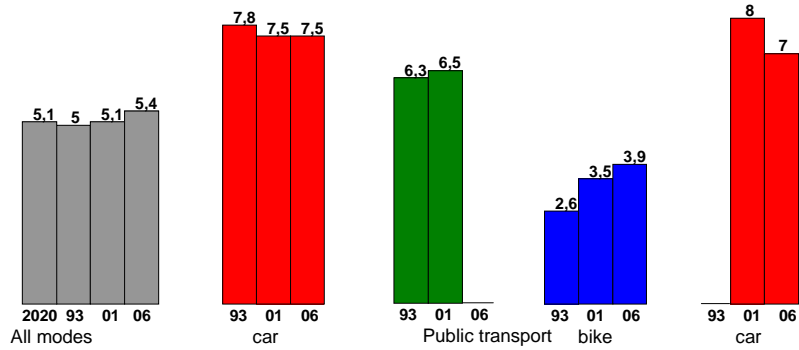


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Evaluation of main goal avoiding car traffic

Average length of trips in internal traffic of Viennes in km

Non residents



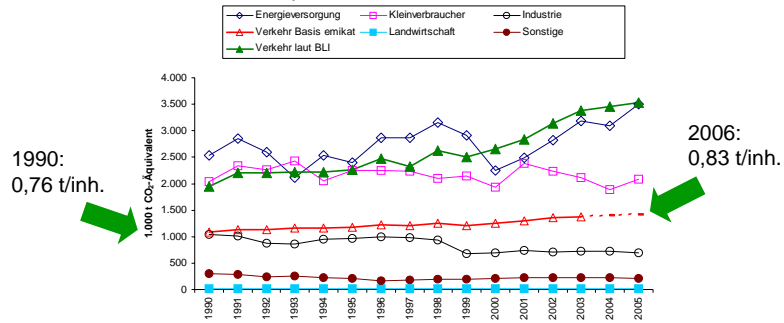
Length of trips is growing (+6%), but not by cars

Quelle: Socialdata 2007

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Reduction of carbon dioxide goal 2010: 0,72 t CO2/inhabitant

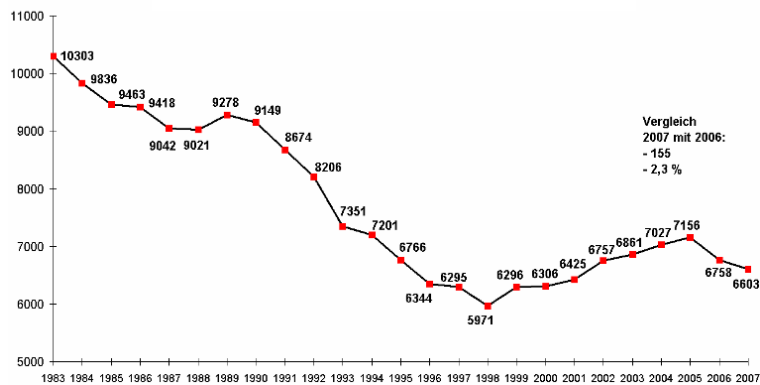
Development of carbon dioxide in Vienna



For reduction of carbon dioxide is necessary to reduce kilometers travelled and increase energy efficiency.

Sustainable social development

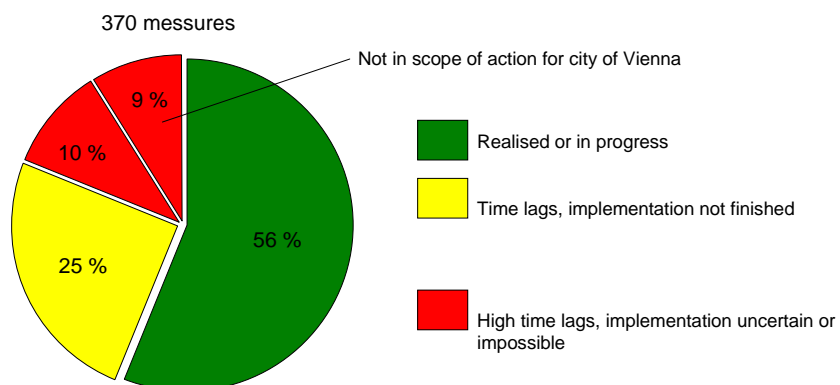
➡ Road safety: goal 2020: -50 % dead and injured



Conclusion after evaluation of goals

- ➔ **Tendencies are right: high success since 1993 within the main goals:**
shift and avoiding of car traffic
Open question: is this enough for the goal in 2020?
- ➔ **No approach by criterias of environment (Carbon Dioxyde, nitrogen**
- ➔ **Big potential capacity lie in outer districts and cross border traffic**

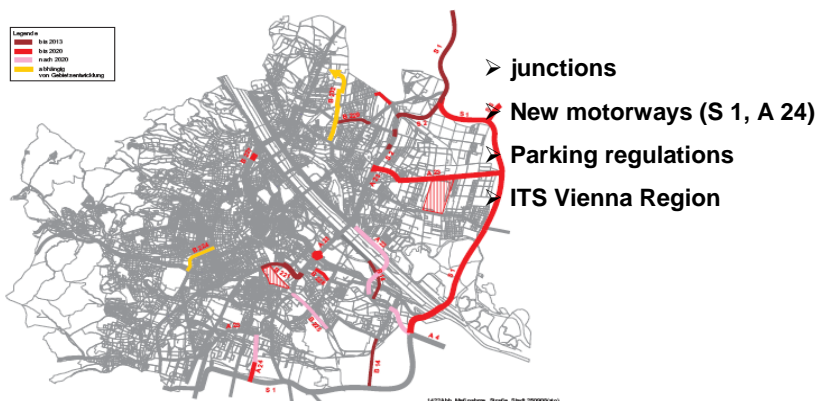
Evaluation of measures



Main action focus:

	... is on the right path	... to pay more attention	... to observe strictly
→ Secure mobility			●
→ Place for passengers		●	
→ Great bicycles	●		
→ Commuter -trains			●
→ Metro for development	●		
→ Fast trams			●
→ Stop only on stops		●	
→ Mobility with system	●		
→ Competence in logistics			●
→ Rails and rods for europe	●		

(Main) Roads - Projects



terminal Hafen Freudenau



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Public Transport - projects

wien.at
ÖV-Ausbauprojekte
www.wien.gv.at/abw/ausbauprojekte/



- tangential connection between metrolines
- trams for developing areas
- new S-Bahn lines

Legende
— bestehende U-Bahn-Linien
— bestehende Straßenbahn-Linien
— geplante U-Bahn-Linien
— geplante Straßenbahn-Linien
— geplante S-Bahn-Linien

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