

# Country Report - Austria

## 1. Facts and figures

### Available statistics

#### Demography:

- 1) - which statistics available?
- 2) - collection method?
- 3) - which years?
- 4) - quality of the data?      Criteria: Number of persons asked, representativeness

*Statistik Austria (Hrsg.) (2006). Statistisches Jahrbuch Österreich. Wien. [www.statistik.at](http://www.statistik.at)*

1. Population and development, work, commuter, birth balance sheets, household, health, education, sports, income, standard of living, habitation, economy, GDP, number of motor vehicles, motor vehicle registrations, railway traffic
  2. Official data
  3. 1920-2006
  4. Good quality: representative, annual data
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### Transport and travel data

- 1) - which statistics available?
- 2) - collection method?
- 3) - which definitions?
- 4) - which years?
- 5) - quality of the data?

*Stadtentwicklung Wien, Magistratsabteilung 18 (Hrsg.), (2003). Masterplan Verkehr Wien 2003. Wien. <http://www.wien.gv.at/stadtentwicklung/verkehrsmasterplan/pdf/mpv2003-kurzfassg.pdf>*

1. Modal-split (incl. walking) by sex, age and districts.
2. Mobility analysis, questionnaire
3. All trips done on foot
4. 2002
5. No information

*BMVIT (2002). Verkehr in Zahlen 2002. Wien. <http://www.bmvit.gv.at/verkehr/gesamtverkehr/statistik/downloads>*

1. Extended Modal Split: Average share + length of trip + duration of trips by sex, age, occupation and trip purpose in Vienna, comparison of the modal Split with all federal countries
2. Mobility analysis, questionnaire
3. All trips done on foot
4. 1995
5. No information



NÖ Landesregierung (Hrsg.) (2003). *Mobilität in Niederösterreich – Ergebnisse der landesweiten Mobilitätsbefragung 2003*. St. Pölten.

[http://www.noel.gv.at/Service/ru/ru7/lvk/NOE\\_Mobilitaet/dokumente/Mobilitaet\\_in\\_NOE.pdf](http://www.noel.gv.at/Service/ru/ru7/lvk/NOE_Mobilitaet/dokumente/Mobilitaet_in_NOE.pdf)

1. Accessibility of train and bus on foot, modal split (including walking trips), kilometres per person and used transport mode per trip and trip purpose, length of trip and duration of trips by transport mode. All differentiated by sex, age, working day/holiday. Comparison of modal split with other federal countries and other countries.
2. Data source: questionnaire (4000 households)
3. All trips done on foot
4. 2003
5. Very good: high number of participants, representative data (weighted).

Magistrat der Stadt Salzburg (Hrsg.) (2004). *Mobilitätsstudie in Salzburg 2004*, Salzburg.

<http://www.stadt-salzburg.at/pdf/mobilitaetsstudie2005.pdf>

1. Modal split within/outside town, trip purpose, length of trip, working/shopping. Comparison of modal split between Vienna, Linz, Innsbruck, Graz, other German cities and data from 1995.
2. Questionnaire (3400 households)
3. All trips done on foot
4. 2004
5. Good, high number of participants

Amt der Tiroler Landesregierung (Hrsg.) (2003). *Mobilitätsanalyse Tirol 2002/2003*. Innsbruck.

[http://www.tirol.gv.at/fileadmin/www.tirol.gv.at/themen/verkehr/verkehrsplanung/downloads/mobilitaetsanalyse\\_kurzbericht\\_stadt\\_umland\\_2003.pdf](http://www.tirol.gv.at/fileadmin/www.tirol.gv.at/themen/verkehr/verkehrsplanung/downloads/mobilitaetsanalyse_kurzbericht_stadt_umland_2003.pdf)

1. Modal split by type of way, activity, age, sex, education, car possession, path lengths. comparison of modal split with Vienna, Linz, Graz, Innsbruck
2. Questionnaire (2000 persons)
3. All ways by foot
4. 2002
5. Medium, moderate number of participants

Amt der OÖ Landesregierung (Hrsg.) (2004). *Vekehrserhebung Oberösterreich 2004*. Linz.

[http://www.land-oberoesterreich.gv.at/cps/rde/xbcr/SID-3DCFCFC3-938EB2E3/ooe/vt\\_vk\\_40000.pdf](http://www.land-oberoesterreich.gv.at/cps/rde/xbcr/SID-3DCFCFC3-938EB2E3/ooe/vt_vk_40000.pdf)

1. Modal split by trippurpose, accessibility of services on foot. differentiated between districts and municipalities in upper Austria.
2. Questionnaire (110.000 households)
3. All trips done on foot
4. 2001 and 1992
5. Very good, enormously high number of participants



*Stadt Graz (Hrsg.) (2004). Verkehrswegestudie Graz. Graz.*  
[http://www.tinavienna.at/service/upload/Dipl.-Ing.\\_Thomas\\_Fischer.pdf](http://www.tinavienna.at/service/upload/Dipl.-Ing._Thomas_Fischer.pdf)

1. Modal Split Graz and Graz surroundings
2. Questionnaire
3. All trips done on foot
4. 2004
5. No information

*Amt der Vorarlberger Landesregierung (Hrsg.) (2006). Verkehrskonzept Vorarlberg 2006. Bregenz.* <http://www.vorarlberg.at/pdf/verkehrskonzeptvorarlberg.pdf>

1. Modal split by trip purpose, traffic flow, mainly used transport mode
2. Questionnaire (1700 persons)
3. All trips done on foot
4. 2003
5. Medium, moderate number of participants

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#### **(Urban) Land Use**

- 1) - which statistics available?
- 2) - collection method?
- 3) - which definitions?
- 4) - which years?
- 5) - quality of the data?

*Statistik Austria & Österreichischer Städtebund (Hrsg.) (2005). Statistisches Jahrbuch österreichischer Städte. Wien.* [www.statistik.at](http://www.statistik.at)

1. Number of pedestrian areas (in square metres) of all Austrian municipalities
2. Official data
3. Pedestrian areas
4. 2003-2006
5. Good

*BMVIT (Hrsg.) (2006). Statistik Straße und Verkehr. Wien.*  
[http://www.bmvit.gv.at/service/publikationen/verkehr/downloads/broschuere\\_statistik\\_strasse\\_verkehr06.pdf](http://www.bmvit.gv.at/service/publikationen/verkehr/downloads/broschuere_statistik_strasse_verkehr06.pdf)

1. Length of the road network by type of roads & federal states (in use, planned, under construction), growth rates of traffic, number of motor vehicles, comparison with other EU countries
  2. Official data from street building authority
  3. Type of roads
  4. 1980-2006
  5. Good, official data
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**Health & competences**

- 1) - which statistics available?
- 2) - collection method?
- 3) - which definitions?
- 4) - which years?
- 5) - quality of the data?

*BMGF (2004). Gesundheitsbericht Österreich 2004.* <http://www.bmgf.gv.at>

1. State of health of the population: Sports and movement, nutrition, life expectancy, diseases of civilization (Body Mass index, high blood pressure, blood lipids, blood sugar), causes of death, stock and development of the medical supply
2. Official data from hospitals, preventive medical checkups, micro census
3. No information
4. 1992-2001
5. Good, representative data for Austria

*Stadt Wien (2004). Gesundheitsbericht Wien 2004:*

<https://www.wien.gv.at/who/downloads.htm>

1. Frequency of longer walking trips, hiking
2. Questionnaire (4000 persons from Vienna)
3. Longer walking trips and hiking
4. 1996-2004
5. Good, representative data for Vienna

*Stadt Graz, Abteilung Umwelt, Gesundheit und Sport (2003). EU-Projekt Graz GOAL – Gesund ohne Auto und Lärm. Graz.* <http://www.goal-graz.at/>

1. 12 weeks project with 100 persons for the increase of the quality of life & the health values (body lipid values, physical fitness values) through more walking. Before-After survey of the subjective well-being.
2. Before-After survey: Interviews + blood values + physical fitness check
3. No information
4. 2001-2003
5. Good, different parameters (objective+subjective)

*Ärztinnen und Ärzte für eine gesunde Umwelt (2002). Verkehr – Umwelt – Gesundheit. Wien.*

1. Effects of air pollution and traffic noise on the physical and emotional health and well-being. Health effects of regular physical exercise.
2. Check of health values (blood pressure, weight, sleep, hearing, performance, subjective well-being, emotional health), risk calculations for different diseases of civilization.
3. Walking as a form of regular physical exercise
4. 2002
5. Good, different parameters (objective+subjective)



*BMLFUW (2005). Gesunde Umwelt für unsere Kinder. 2. Auflage, Wien.*

1. Health effects by regular traffic-related physical exercise with children, mobility data among children of 6-20 years: modal split, trip purpose
2. Health values (weight, lung function, emotional well-being) from children coming to school by car and on foot.
3. Walking as a form of regular physical exercise
4. 2002
5. Dood, different parameters (objectivel+subjective)

### **Time spending**

- 1) - which statistics available?
- 2) - collection method?
- 3) - which definitions?
- 4) - which years?
- 5) - quality of the data?

*Statistik Austria (Hrsg.) (2001). Freizeitaktivitäten. Ergebnisse des Mikrozensus September 1998. Wien. [www.statistik.at](http://www.statistik.at)*

1. Share of walking and strolling on leisure activities altogether.
2. Micro census data (representative interviews of selected households)
3. Trips done on foot in the leisure time
4. 1998, 1992, 1995
5. Very good – representative

### **Safety**

- 1) - which statistics available?
- 2) - collection method?
- 3) - which definitions?
- 4) - which years?
- 5) - quality of the data (reporting rates)?

*KfV – Kuratorium für Verkehrssicherheit (2006). Unfallstatistik 2005. Reihe Verkehr in Österreich, Heft 38. Wien. [www.kfv.at](http://www.kfv.at)*

1. Injured and killed pedestrians by age, sex, federal state, street types, traffic participation, injury heaviness, on pedestrian crossings, accident opponent, work way, risk of accident of pedestrians per 10.000 inhabitants
2. Data source: official accident data collected by the police
3. Definition pedestrian: "Pedestrians are also persons moving a buggy or a vehicle or working on a vehicle"
4. 1987 – 2006
5. Good – annual data



## **2. (Recent) publications on pedestrian issues**

### **National Reports – Austria**

**Author:** Haindl Gudrun

**Year:** 2006

**Title:** The infrastructural situation for pedestrians and cyclists – a study. Safety comfort and time efficiency of vulnerable road users seen from a social scientific point of view

**Editor:** -

**Kind of publication:** Diploma thesis

**Abstract:**

The author of the thesis starts from the assumptions that vulnerable road users are discriminated by road infrastructure with respect to the fulfilment of their needs (safety, comfort, time efficiency). One main question which is discussed is, how vulnerable road users assess certain road infrastructure. Different kind of methods were used to check the hypothesis: literature study, traffic observation, in depth-interviews.

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**Author:** Zukal Heinrich

**Year:** 1/2005

**Title:** Contributions to a more ecological and social compatible traffic planning. Devoted to Prof. Hermann Knoflacher for his 65<sup>th</sup> birthday for being 30 years professor in ordinary in the traffic planning area. Lively fish swim against the stream.

**Editor:** Technical University Vienna, Institute for traffic planning and traffic engineering

**Kind of publication:** report

**Abstract:**

In the report the work of Prof. Knoflacher is honoured and presented, whereas several chapters are devoted to the pedestrian traffic. It is described, how areas were redesigned to pedestrian zones in certain cities in Austria, how traffic calming became more and more popular, what kind of conflicts arise, if you plan for pedestrians etc.. Beside different traffic concepts are presented.

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**Author:** Risser R.

**Year:** 2003

**Title:** Good on foot. Pedestrians the second class road users

**Editor:** Mandelbaum

**Kind of publication:** book

**Abstract:**

In the book the importance of walking is underlined as major mode in our everyday mobility. Barriers for walking are mentioned and results of a study (why do you choose what kind of transport mode, what kind of problems do I have as pedestrian, how can you promote walking, etc.) are presented.

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**Author:** Rauh W., Stögner R., Wimmer R.

**Year:** 2001

**Title:** Move safely in town and villages

**Editor:** VCÖ

**Kind of publication:** report

**Abstract:**

In the report an overview is given about different aspects of walking: modal split, differences between women and men, elderly and young people with respect to walking, advantages of walking, motivations for walking, needs of different target groups etc. Criteria for an attractive walking network are listed.

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**Author:** Kaindl Markus

**Year:** 2001

**Title:** Pedestrian friendly Traffic and City planning as a contribution to increase the quality of life of people

**Editor:** -

**Kind of publication:** Diploma thesis

**Abstract:**

In the thesis advantages of walking are outlined, general data (modal split, number of accidents, trip purposes, who is walking and how long) is presented and general needs of pedestrians are mentioned. Conflict situations and risk-factors for pedestrians are discussed. Good solutions and measures for walking infrastructure are introduced. Problems when dealing with walking issues are stated. Historical and future aspects of the city planning in Vienna are noted.

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**Author:** Knoflacher Hermann

**Year:** 1995

**Title:** Pedestrian and Cycle Traffic. Planning Principles

**Editor:** Böhlau Verlag

**Kind of publication:** book

**Abstract:**

In the book important aspects, if you plan for pedestrians respectively cyclists are mentioned: advantages and disadvantages of walking, conflicts with other road users, guidelines for planning pedestrian infrastructure, aspects with respect to intermodality (public means of transport, car traffic), signing, strategies for implementing pedestrian issues.

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**Author:** -

**Year:** 1994

**Title:** Pedestrian and Cycle Traffic: Study in the frame of the project "Greening Urban Transport" of the European association for traffic and environment.



**Editor:** -

**Kind of publication:** report

**Abstract:**

The report gives an overview of the successful strategies used to promote pedestrian and bicycle traffic in cities in seven different countries. It is underlined that there are significant differences in the attitudes towards walking and towards cycling in the different countries. Important aspects which should be considered if you plan for pedestrians or cyclists are mentioned. In addition it is outlined how you can promote walking and cycling (marketing, incentives)

**Author:** Thaler R., Glasl P., Rauh W., Skala F., Stadlhuber Chr.

**Year:** 1993

**Title:** Priority for pedestrians

**Editor:** VCÖ (Verkehrs-Club-Österreich)

**Kind of publication:** report

**Abstract:**

The book starts with an analysis of the status quo, that the needs of pedestrians are in many cases neglected (The written word is underlined by photo documentation). Statistics (who is walking, for what kind of trips do you walk, etc.) are mentioned. One chapter is dedicated to the safety aspect, how dangerous walking is compared to other traffic modes, whereas pedestrians never expose a threat to other road users. In addition planning guidelines for pedestrians are presented.

## National Reports – Vienna

**Author:** Ruland G., Fischer D., Vasold B., Smrzka B., Halbartschlager R.

**Year:** 2006

**Title:** Pilotproject: Pedestrian traffic. Part 1: Before and After evaluation Elterleinplatz

**Editor:** Municipality department 18 City planning and urban development

**Kind of publication:** report

**Abstract:**

The study aims at developing a simple systematic evaluation method for assessing the effects for pedestrians at redesigned crossings. In addition the study demonstrates what kind of improvements for pedestrians can be achieved, if you stick to certain guidelines while reconstructing a crossing.

**Author:** Kail E., Irschik E., Zuckerstätter-Semela R., Posch H.

**Year:** 2005

**Title:** Share the city fairly – Gender Mainstreaming in Mariahilf offers fair conditions for women, men, young people in the public space.

**Editor:** City of Vienna

**Kind of publication:** brochure





**Abstract:** In the brochure information is given how the public space for pedestrians has to be designed to make it equally accessible for different kind of target groups exemplified on road infrastructure in the 6<sup>th</sup> district of Vienna.

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**Author:** Fischer D., Risser R., Stratil-Sauer G.

**Year:** 2004

**Title:** Walking in Vienna

**Editor:** Municipality department 18 City planning and urban development

**Kind of publication:** report

**Abstract:**

Walking is the most important way of moving around. Many people rely on their feet, in order to get access to different kind of activities (medical care, shopping, education, work ....). In the report barriers, pedestrians are confronted with, are summarised and measures how to promote walking are suggested. In addition current projects which deal with the promotion of walking are presented.

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**Author:** Molitor R., Wagner W. Schragl E.

**Year:** 2000

**Title:** Neubau a pedestrian-friendly district in Vienna

**Editor:** Green Party of Neubau

**Kind of publication:** report

**Abstract:**

In the report the situation for pedestrians in the 7<sup>th</sup> district of Vienna (=Neubau) is analysed. Positive and negative examples are outlined and suggestions for improving the situation for pedestrians are proposed.

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**Author:** Risser R., Schmidt L, Snizek S., Hulmak M., Scheidl M.

**Year:** 1992

**Title:** Conflicts. Pedestrians – Cyclists exemplified on Vienna

**Editor:** Municipality department 18 City planning and urban development

**Kind of publication:** report

**Abstract:**

In the report the general situation for pedestrians and cyclists is explained (status quo). In addition a theoretical analysis on conflict theories is given. The main part of the report deals with an empirical study (focus group interviews, traffic observation, road-side interviews) about conflict situations on one main cycle route in Vienna between pedestrian and cyclists.

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### 3. Current research projects

Which universities and other organisations do research on pedestrians?

#### **Name of institute**

Forschungsgesellschaft Mobilität (FGM) – Austrian Mobility Research

#### **Number of research projects**

There are involved in several projects, mainly in European projects, where pedestrians play a role (about six). They, however, have no single project running, which only concentrates on pedestrian traffic.

#### **Number of experts**

Four

#### **Research topics**

How to promote walking?, health & mobility, mobility-management, traffic safety of pedestrians, walking a sustainable transport mode,

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#### **Name of institute**

Verkehrsclub Österreich (VCÖ) – Traffic Club Austria

#### **Number of research projects**

There are about five publications of VCÖ in the last two years, which deal with pedestrians. There is, however only one research project in the last five years, which had only the needs of pedestrians in focus (“Move safely in towns and villages”; 2001).

#### **Number of experts**

Five

#### **Research topics**

Walking in town and in rural areas, climate & walking, traffic safety, health, mobility for all, children, mobility-management

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#### **Name of institute**

Technical University Vienna – Institute for traffic planning and traffic engineering

#### **Number of research projects**

One

#### **Number of experts**

Three

#### **Research topics**

Traffic planning, the urban space, traffic safety

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#### **Name of institute**

Traffic Safety Board - Austria

#### **Number of research projects -**

#### **Number of experts -**

#### **Research topics**

Statistik – Pedestrian Accidents

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**Name of institute**

Herry – analysis, consulting – research (civil-engineer - private company)

**Number of research projects**

Three, whereas the pedestrian traffic is only part of the project

**Number of experts**

Two

**Research topics**

Mobility management, safe ways to school, environmental-friendly traffic modes, awareness raising

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**Names of institute**

PlanSinn (private company)

**Number of research projects**

Two, but pedestrians are not in the main focus of the projects, only part of the projects

**Number of experts**

Six

**Research topics**

Mobility, environment, sustainability, participation,

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**Names of institute**

Trafico (civil-engineer -private company)

**Number of research projects**

One

**Number of experts**

One

**Research topics**

Gender mainstreaming, equal opportunities, needs

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**Names of institute**

FACTUM Chaloupka & Risser OHG (Traffic & Social Analysis - private company)

**Number of research projects**

Two (COST 358 not included)

**Number of experts**

Three

**Research topics**

Needs of pedestrians, traffic safety, attitudes & motives, incentives for walking, implementation barriers

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#### 4. Policy statements

Current (published) policy statements regarding pedestrians and walking

- national government White Papers and Policy Notes (National, Regional and Local Transport and Traffic plans)
- Land Use plans
- Health sector plans
- Education sector plans (incl. walking to school)
- Statements of political parties / party scientific bureaus

Stadtentwicklung Wien, Magistratsabteilung 18 (Hrsg.), (2003). Masterplan Verkehr Wien 2003. Wien. Online unter

<http://www.wien.gv.at/stadtentwicklung/verkehrsmasterplan/pdf/mpv2003-kurzfassg.pdf>

Amt der Vorarlberger Landesregierung (Hrsg.) (2006). Verkehrskonzept Vorarlberg 2006. Innsbruck. Online unter <http://www.vorarlberg.at/pdf/verkehrskonzeptvorarlberg.pdf>

Land Niederösterreich (2006). Niederösterreichisches Verkehrskonzept. St. Pölten. Online unter <http://www.noee.gv.at/Service/ru/ru7/lvk/lvk.htm>

Land Tirol (2006). Verkehrskonzept Tirol. Innsbruck. Online unter

<http://www.tirol.gv.at/themen/verkehr/verkehrsplanung/verkehrskonzept/>

BMVIT (2003). Österreichisches Verkehrssicherheitsprogramm 2002-2010, 2. Auflage. Wien. Online unter

[http://www.bmvit.gv.at/service/publikationen/verkehr/downloads/broschuere\\_sicherheitsprogramm.pdf](http://www.bmvit.gv.at/service/publikationen/verkehr/downloads/broschuere_sicherheitsprogramm.pdf)

Stadt Wien, MA 46 (2005). Verkehrssicherheitsprogramm 2005. Wien.

<http://www.wien.gv.at/verkehr/sicherheit/programm/broschuere.htm>

Kuratorium für Verkehrssicherheit (2004). Analyse des Straßenverkehrsunfallgeschehens im Burgenland und zielgerichtete Maßnahmen zur Verbesserung der Verkehrssicherheit. Wien. Online unter

<http://www.kfv.at/fileadmin/Publikationen/Landesstellen/Studie%20zum%20VSP%20Burgenland%5B1%5D.pdf>

Land Oberösterreich (2004). Menschen schützen! Verkehrssicherheitsprogramm

Oberösterreich 2005-2010. Linz. Online unter [http://www.land-oberoesterreich.gv.at/cps/rde/xbcr/ooe/Vt\\_Verkehrssicherheit\\_low.pdf](http://www.land-oberoesterreich.gv.at/cps/rde/xbcr/ooe/Vt_Verkehrssicherheit_low.pdf)

Land Salzburg (2005). Gib8! Verkehrssicherheitsprogramm Salzburg 2005-2008. Salzburg.

Online unter <http://www.kfv.at/fileadmin/Publikationen/Landesstellen/VSP%20Salzburg.pdf>

Amt der Vorarlberger Landesregierung (Hrsg.) (2006). Verkehrskonzept Vorarlberg 2006.

Bregenz. Online unter <http://www.vorarlberg.at/pdf/verkehrskonzeptvorarlberg.pdf>

BMVIT (2002). Generalverkehrsplan Österreich 2002. Wien. Online unter

<http://www.bmvit.gv.at/verkehr/gesamtverkehr/generalverkehrsplanung/downloads/gvk.pdf>

Global 2000 (2003). Gegenverkehrsplan für Österreich. Wien. Online unter

[www.global2000.at/files/GVPplus.pdf](http://www.global2000.at/files/GVPplus.pdf)



## 5. Legal position of pedestrians

### Traffic rules and traffic signs with regard to pedestrians and disabled people

#### Road traffic regulations:

**Pedestrians:** The Austrian road traffic regulations (RTR) are a federal law. The law was enacted in 1961. The RTR consist of 300 pages, whereas one chapter is dedicated to the pedestrian traffic (seven pages). The regulations for pedestrians mainly guarantee that pedestrians do not “pose a threat” to the car traffic. The following points are among other things outlined:

- Pedestrians have to use the pavement. If there is no pavement they have to walk left on the utter edge of the road (non-affixed side stripe)
- At regulated crossings, pedestrians have priority when they want to cross, but they are not allowed to cross a road surprisingly. At non-regulated crossings pedestrians are not allowed to cross, if a car is directly approaching, they have to cross in adequate speed.
- If there is a pedestrian crossing within 25 metres, pedestrians have to use it. If there is no pedestrian crossing, pedestrians have to use the shortest way for crossing and should not impede car traffic

**Disabled People:** There are some regulations in the RTR for example people in electric wheelchairs are not allowed to use pavements, they have to use the road. Disabled persons are also mentioned with respect to the principle of trust that they are excluded from the principle.

#### Traffic signs:

The traffic signs are also regulated in the RTR. It tells what kind of materials can be used for a sign, where they can be installed, how far away they have to be put up away from the roadway (minimum + maximum). It does not say anything about setting up signs on pavements. Guidelines for e.g. recommended height of traffic signs or displacements are regulated in ISO-Norms or in the Austrian ÖNORM (e.g. ÖNORM V 2100, V 2101, V 2102, V103, V2104 ÖNORM B 1600, ÖNORM Z 1000-1) The norms are not obligatory.

*(Grundtner H. 2003: StVO Straßenverkehrsordnung in der Fassung des Bundesgesetzes 2003, ARBÖ-Fachbuch, Traiskirchen,*

### Rules regarding behaviour towards the handicapped

The only rule known is, as mentioned, that disabled persons are excluded from the principle of trust according to the RTR.

### Health & Safety regulations:

**Noise protection:** The threshold values of the federal noise protection regulation for road traffic noise on day are set to 60 dB, at night-time at 50 dB. The values for the preventive noise protection in residential areas (open air) are indicated with 55 dB during the day and 45 dB at night-time, in living and sleeping-rooms on day not more than 35 dB and in the night less than 30 dB.

*(BLFUW (2006). [Lauts]chrift. Informationen zum Lärmschutz in Österreich. Wien)*

### Education rules and legislation

In primary school traffic education shall be somehow included in other subjects like social studies and sciences. In the first class of primary school a policeman comes twice year, in



the third class once a year and tells the pupils simple traffic rules in real traffic for example how to move as pedestrian, dangerous moments (crossing by green light, that you have to take care of turning cars etc.) how to use public transport etc.

In addition there are different projects going on in different schools. In this case it depends on the teacher if he/she is interested or not. Some examples:

- *Klimabündnis Österreich* offers for interesting schools and teachers a special mobility management for schools, which covers workshops for teachers “principles of a modern traffic education”, special info- and teaching materials, planning of school trips and mobility competitions, exhibitions, special lectures for parents etc.
- Project “*Schulwegpläne* (maps of safe ways to school)” is a national project. Pupils are asked to describe their way to school and to point out dangerous moments on their way. Together with the teacher they try to find some solutions, how their way to school could be made safer. A map with suggestions of a safe school way is elaborated.
- There are some local campaigns which aim at the increase of traffic safety e.g. “*Schulstart-Initiative. Sicherheit der Kinder hat Vorrang*” - *School start initiative: safety of children has priority* (Burgenland): Every first-year pupil receives a “safety bag” with a way-to-school book in picture form and suggestions for practising the safe way to school or *Take care of us – safe way to school* (in Salzburg): Dangerous places near of schools are marked with printed air balloons in order to make driver attentive onto school-children.

## Enforcement practise

According to the RTR § 99 car drivers can be fined from 72 Euro up to 2180 Euro if they put a risk on a pedestrian while crossing a road on a zebra crossing. This law is not very often enforced in practise. There is one campaign, which should raise awareness to the needs of pedestrians *Apple & Lemon*. *Apple & Lemon* is a continuous campaign since 1994, in order to make car drivers more sensible with respect to their driven speed. Pupils punish drivers, who are going too fast with a lemon and reward drivers, who are going slowly, with an apple.

## 6. Innovations

What innovations can be spotted with regard to

- Education and communication
- ‘traditional’ technical innovations
  - Pedestrian safety and vehicles
  - New forms of transport
  - Outdoor gadgets
  - Infrastructural innovations
- Intelligent technical innovations

There is only one innovation known in Austria, which was installed for blind people by the Viennese Public Transport System. This means it is not really for pedestrians.

### POPTIS

POPTIS (Pre- On- Post- Trip-Information-Systems) is an acoustical navigation system for the Viennese underground, which was especially developed for blind people

Up to now all ways to and from all underground stations of the line 3 are described in every single detailed (including changing from one platform to the other, alternatives if there is any breakdown, bus-line connections etc.). This information can be saved on a CD pocket player, a MP3-player or on a mobile phone and can be recalled at any time.



## 7. General Atmosphere

The general atmosphere can be described using statement samples from the media and on the internet regarding:

- The attitude towards pedestrians by other road users
- Spotted behaviour of pedestrians and others towards pedestrians
- Perception of the living environment and the quality of public space
- Positions taken in discussions regarding walking and pedestrians

Is there a Pedestrians Association or related NGO? What is its position? Only recently (End of 2006) an Austrian pedestrian association has been founded ([www.walk-space.at](http://www.walk-space.at))

SWOT analysis of pedestrian situation in the country (Strengths, Weaknesses, Opportunities, Threats) NO

Pedestrian Traffic in Austria is not really a topic. There does not exist a pedestrian association or any lobby, which stands up for the needs of pedestrians. One, however, can feel that the situation for pedestrians is improving and pedestrian issues are considered more often, when redesigning new road infrastructure. In addition there seem to form up some pedestrian groupings. In Vienna, for example, since 2003 a group of traffic experts (engineers, psychologists, sociologists) have come regularly together in order to discuss problems of pedestrians. People from the municipality of Vienna are also member of this group. In 2005 the municipality of Vienna appointed a person as contact person for any pedestrian issue. This person, however, is not solely responsible for pedestrians, but has to deal with many other traffic issues. This means there is only little time left for pedestrian activities. In other words you get the feeling that pedestrian issues gained on importance, but the needs of pedestrians are still not taken really seriously.

In some small villages in Austria (e.g. Schwaz in tyrol or Langenlois in lower Austria) the commune tries even to promote walking by marketing activities (see for example: [www.schwaz.at/filepool/documents/799\\_Clever%20mobil\\_Folder\\_Gemma.gif](http://www.schwaz.at/filepool/documents/799_Clever%20mobil_Folder_Gemma.gif)), but this is still the exception.

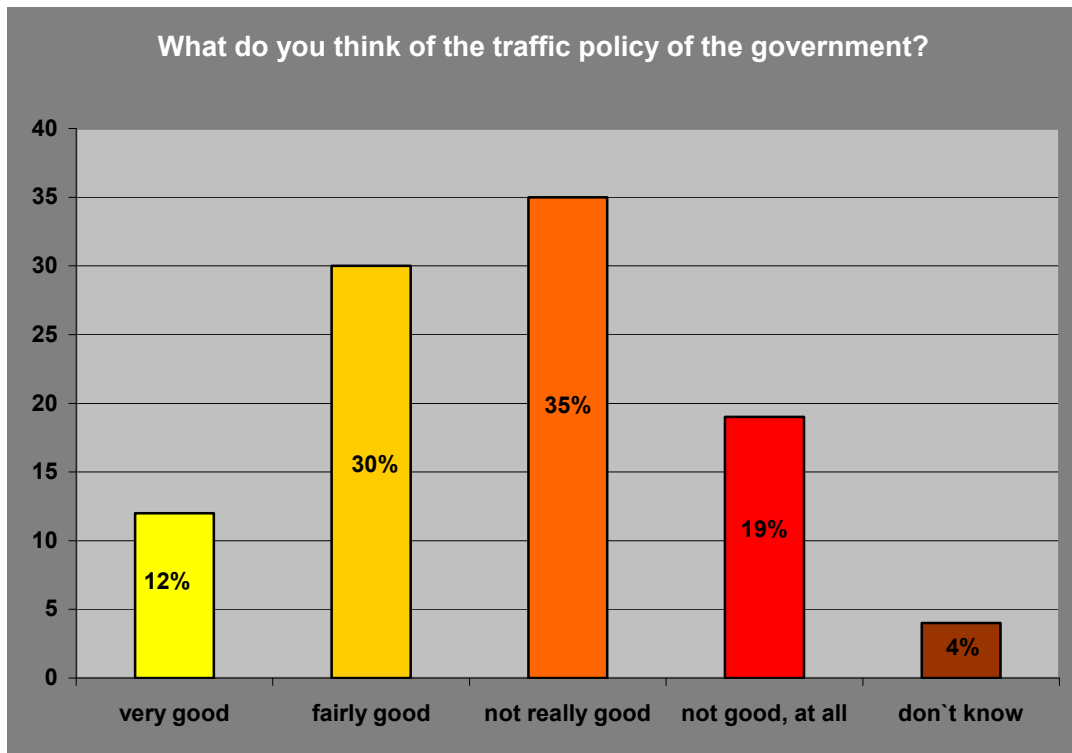
In the media pedestrians are only interesting with respect to accidents. You can find hardly any other information about pedestrian issues. Only from time to time you get some other information for example that in Austria people walk 210 km/year in average or walking is mentioned in connection with health that walking is good for your health.

Some interesting figures with respect to the general atmosphere:

54% of the Austrian population are not satisfied with the traffic policy of the government. The Austrian population thinks that in the traffic policy the needs of car drivers have priority and the needs of pedestrians are of least importance (see figure 1 and 2)



Figure 1: Satisfaction with the Austrian Traffic Policy



Source: VCÖ- Verkehrsradar 2005 Survey: OGM  
 Sample: 500 people as from 18 years, representative sample

Figure 2: Consideration of different road users' needs

