

# Wien zu Fuß **Report 2017**

(Vienna on Foot Report)

Facts and Figures about Pedestrian Traffic in Vienna



# Vienna is a city for walking

## Short distances, attractive strolling promenades and safe streets

Vienna is a good city for walking. To make sure that even more people can enjoy discovering Vienna on foot, we do our best to further improve the city's pedestrian infrastructure. The findings of the "Vienna on Foot" report help us to identify the requirements of pedestrian traffic so as to take suitable political measures – after all, target-oriented policies need to be underpinned by sound figures and arguments.

**Maria Vassilakou**  
Deputy Mayor of  
the City of Vienna



## What conditions motivate people to opt for walking in the city?

What do people like about walking, and what annoys them? What do they wish for? These and other questions are asked and answered by us in this "Vienna on Foot" report. The findings show that walking is viewed positively by citizens – from the historic city centre to suburban Essling, from busy Mariahilfer Strasse to local traffic

hub Enkplatz. The Viennese like to move in their city on foot – and feel safe doing so. The "Vienna on Foot" report for 2017 documents pedestrian traffic in the Austrian capital. It is based on the evaluation of 4,600 personal interviews with people travelling through Vienna on foot and describes how pedestrians view their situation. This survey among Vienna's population – the most comprehensive of its kind conducted so far – is part of an ongoing monitoring process on pedestrian traffic, in keeping with the Vienna City Council's "Decision of Principle on Pedestrian Traffic" taken in 2014. The report is complemented by additional facts and figures about walking infrastructure.

**Petra Jens**  
Representative for  
Pedestrian Matters of  
the City of Vienna





# Walking in Vienna

Today, more trips are taken in Vienna on foot than by car.

And this figure does not even include walking as a part of multi-modal trip chains: Fully 98 percent of all trips with public transport are combined with walking.

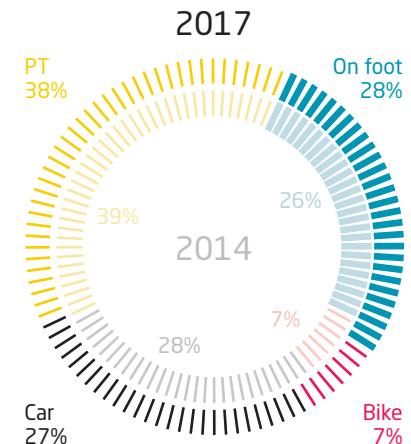
## Modal Split: Different means of transport in 2017 vs. 2014

### How do the Viennese move through their city?

The transport choices of Vienna's population are monitored on a yearly basis. This modal split provides an overview of the different means of transport and their use.

Vienna's share of walking in the modal split is 28 percent; it has remained largely constant since the mid-1990s. While the shares of cycling and public transport have grown, that of car traffic has decreased.

Today, more trips are taken in Vienna on foot than by car.



Wiener Linien: Modal Split – So sind die Wiener unterwegs, [https://www.wienerlinien.at/media/files/2018/modalsplit2017\\_236124.jpg](https://www.wienerlinien.at/media/files/2018/modalsplit2017_236124.jpg)





## How often do people choose to walk?

Close to 90 percent of pedestrians either like or even like very much to walk for trips of over 10 minutes. It is therefore hardly surprising that many people enjoy walking.

70 percent of respondents walk every day; 25 percent, several times a week; 5 percent, several times a month. Only 1 percent walk less often than once a month.

You have only been somewhere if you have been there on foot.

Johann Wolfgang von Goethe

Looking at the level of education of respondents, it becomes clear that graduates of universities and universities of applied sciences participating in the survey choose to walk most frequently, with a share of 77 percent.

Pedestrians aged up to 29 years most often make daily trips in excess of 10 minutes on foot (79 percent); this share drops to 66 percent for persons aged 50 to 59 years. In the next age bracket, the share decreases to 71 percent. The percentage of persons travel-

ling on foot on a daily basis only drops markedly after 71 years (48 percent).

Distances of up to 500 metres (corresponding to 16 percent of all trips) are almost exclusively covered on foot. For distances between 500 metres and one kilometre, too, pedestrian traffic is clearly dominant with 77 percent.

As many as close to one third of all trips between one and two

kilometres are still travelled on foot – even for distances between two and three kilometres, pedestrian traffic attains a respectable share of 14 percent.

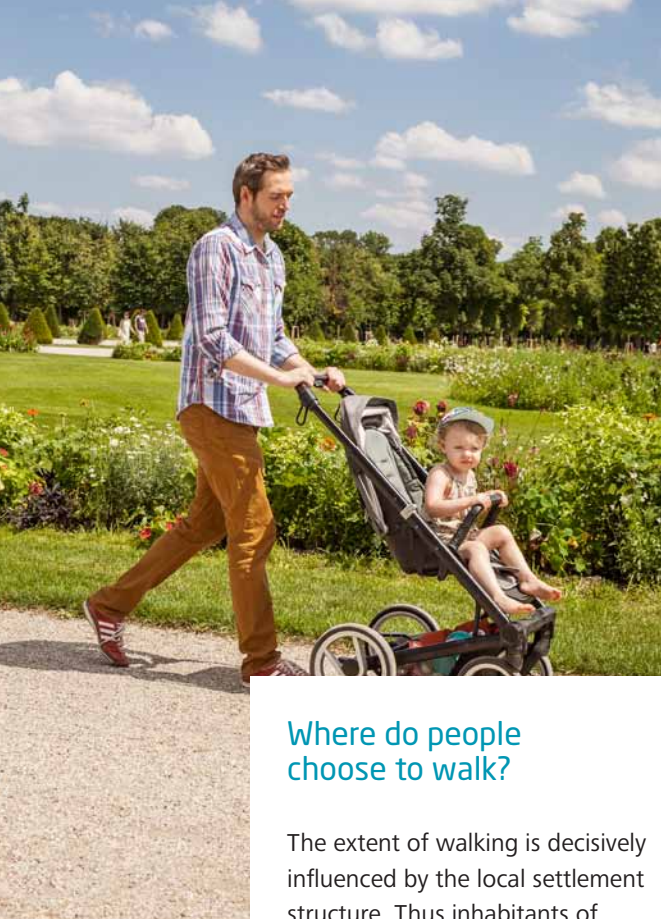
The average distance travelled solely on foot is approximately 800 metres.<sup>1</sup>

## Short trips are taken on foot

Length of trip	Share of walking
Up to 0.5 km	99 %
0.5 to 1 km	77 %
1 to 2 km	32 %
2 to 3 km	14 %

Source: Omnitrend GmbH: Zu Fuß gehen in Wien. Vertiefte Auswertung des Mobilitätsverhaltens der Wiener Bevölkerung für das zu Fuß gehen. Final report dated 10 November 2015

<sup>1</sup> Omnitrend GmbH: Zu Fuß gehen in Wien. Vertiefte Auswertung des Mobilitätsverhaltens der Wiener Bevölkerung für das zu Fuß gehen. Final report dated 10 November 2015



## Where do people choose to walk?

The extent of walking is decisively influenced by the local settlement structure. Thus inhabitants of

the city centre and the surrounding Gründerzeit neighbourhoods cover 36 percent and 38 percent, respectively, of all trips on foot. The share of trips taken on foot in the Gründerzeit neighbourhoods in the outer districts is somewhat lower (29 percent). In areas dominated by large-scale housing estates built post-1960, it drops to 26 percent.

This percentage is even lower for newly developed areas with small-scale structures (23 percent) or areas with singlefamily homes/allotment gardens and villas (21 percent each).<sup>2</sup> There is an obvious link with satisfaction with the local infrastructure: the more destinations

In 2017, 14 million pedestrians were counted in Rotenturmstrasse.

can be reached on foot, the more often people choose to walk. Inter alia, this is also influenced by benches, façade greening, the vicinity of parks, leisure facilities and sports grounds. Citizens who are not satisfied with the local infrastructure will tend to walk less often for lack of attractive destinations.

Automatic counting stations were set up on both sidewalks in central Rotenturmstrasse to monitor the number of pedestrians. Around 14 million passersby were recorded in 2017, equalling an average of 38,621 persons per day – this corresponds roughly to the number of inhabitants of the Upper Austrian town of Steyr.<sup>3</sup>

<sup>2</sup> Omnitrend GmbH: Zu Fuß gehen in Wien. Vertiefte Auswertung des Mobilitätsverhaltens der Wiener Bevölkerung für das zu Fuß gehen. Final report dated 10 November 2015

<sup>3</sup> Evaluation of automatic counting stations, Municipal Department 46, 2018, Rotenturmstrasse, nos. 8 and 17

## Modal split share of walking by type of residential area

Source: Omnitrend GmbH: Zu Fuß gehen in Wien. Vertiefte Auswertung des Mobilitätsverhaltens der Wiener Bevölkerung für das zu Fuß gehen. Final report dated 10 November 2015



36%

City centre



38%

Gründerzeit neighbourhoods in inner districts



29%

Gründerzeit neighbourhoods in outer districts



26%

Post-1960 largescale housing estates



21%

Zones dominated by single-family homes, allotment gardens and villas



# Vienna is a city of pedestrians



Once a year,  
go somewhere  
you have never  
been before.

Dalai Lama

People who often move around Vienna on foot enjoy this activity and feel safe doing so – in brief, this is the answer to the question about the degree of satisfaction of Vienna's pedestrians. 88 percent of respondents state that they enjoy walking much or even very much.

Clearly more than half of respondents moreover claim that the situation of pedestrians in Vienna has improved.



Three quarters of all  
pedestrians feel safe  
while walking

In this respect, there are big differences between individual districts: in the 21<sup>st</sup> municipal district Floridsdorf, this share is 88 percent, while the percentage in the 11<sup>th</sup> municipal district Simmering amounts to only 41 percent. 85 percent of people who walk every day feel safe, while this figure is only about half (51 percent) for those who walk less often than once per month. In the age group of up to 29 years, this share is 83 percent, dropping to 57 percent for those over 70 years.

There are also differences regarding the level of education: 65 percent of persons who have only completed compulsory schooling claim to feel safe, while this proportion rises to 83 percent among graduates of universities or universities of applied sciences. Overall, the scores assigned to safety are high.

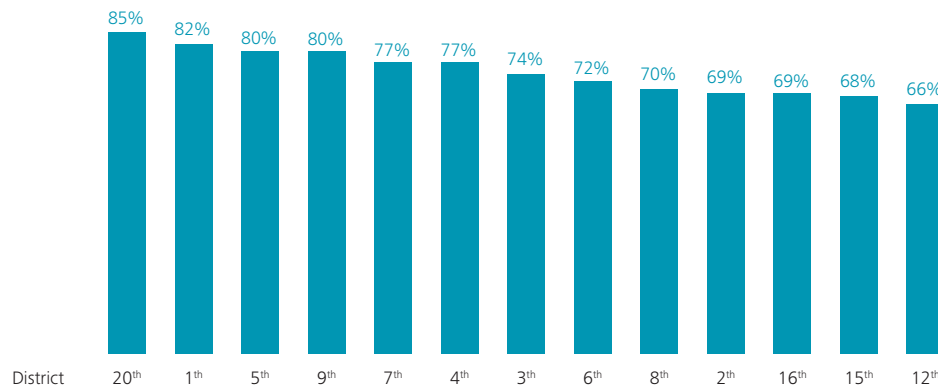


People who walk often also feel safe doing so.

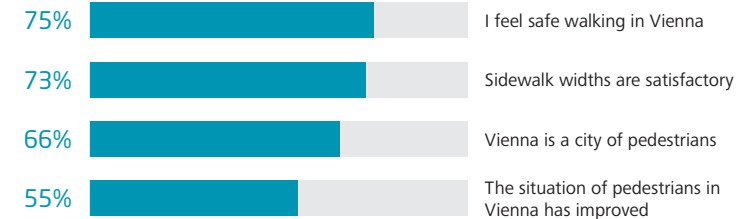
64 percent of respondents state that pedestrians are treated preferentially over other road users. This value is 84 percent for Liesing (23<sup>rd</sup> municipal district), but only 44 percent for Döbling (19<sup>th</sup> municipal district).

Slightly over half (53 percent) of respondents claim that "politicians in my district care about pedestrians". Here, too, agreement is highest in Liesing (74 percent).

## Share of sidewalks with a width in excess of 2 meters



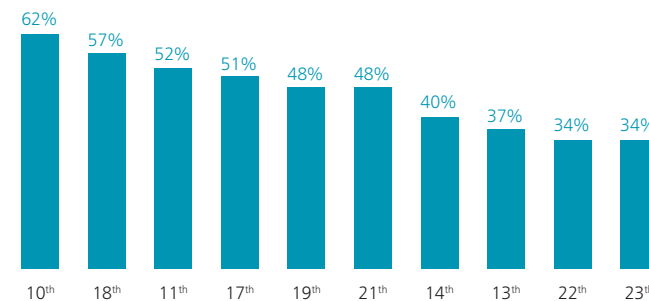
## Pedestrian satisfaction



Source: Hajek, Peter/Stark, Jennifer: Fußgeher-Report Wien 2017, conducted in May/June 2017 on behalf of Mobilitätsagentur Wien GmbH

The frequency of walking seems to trigger a big difference in this respect: 59 percent of people who walk every day are of this opinion, while this figure drops to 18 percent among those who walk less than once a month. For 73 percent, sidewalk width is satisfactory;

this share is particularly high for the suburban districts Liesing (86 percent) and Floridsdorf (76 percent). The share is lowest for the inner districts Mariahilf and Neubau (53 percent each) as well as for Simmering (54 percent). Younger and daily walkers are more satisfied with sidewalk widths than older people and those who tend to walk less.



Source: Evaluation of sidewalk width, Municipal Department 18, 2017



## Longer green phases and more seating are main desiderata

Over two thirds of respondents (69 percent) wish for markedly longer green phases at traffic lights.

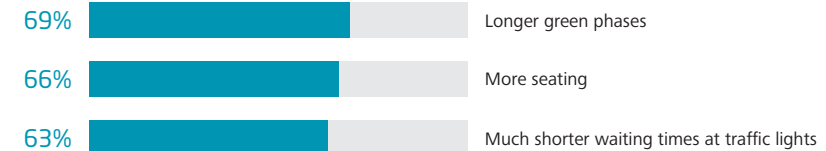
This share is particularly high for Floridsdorf (84 percent). Surprisingly, the differences between age groups are minimal: 67 percent under 30 years advocate much longer green phases, while the corresponding figures for people aged 30 to 49 and over 70 years are 70 percent and 71 percent.

Two thirds (66 percent) regard more seating in public space as a key demand, in particular respondents aged 30 to 49 years (70 percent) and over 50 years (68 percent). This proportion is somewhat lower for pedestrians under 30 years (64 percent). The 13<sup>th</sup> municipal district Hietzing shows particularly high demand for seating (78 percent), followed by Floridsdorf (79 percent) and Liesing (77 percent).

The City of Vienna also supports the idea of “parklets” to increase seating options. In 2015, there were just two such seating areas set up in parking spaces, rising to 15 in 2015 and to 30 in 2017. Parklets fulfil an important task above all in inner districts, where green spaces are often rare. Here, people can linger, talk or play in public space, without having to spend money – an obvious difference between parklets and pavement cafés.

Parklets encourage people to linger, talk and play.

## What do pedestrians wish for?



Source: Hajek, Peter/Stark, Jennifer: Fußgeher-Report Wien 2017, conducted in May/June 2017 on behalf of Mobilitätsagentur Wien GmbH





## Further improvement is possible

The overall level of satisfaction of pedestrians in Vienna is very high. Above all those who walk a lot enjoy this activity and feel safe doing so. Despite this, several nuisances do exist. Dog excrement is mentioned as a prime disturbance (42 percent). But cyclists (37 percent) and cars (25 percent), too, are sources of irritation for pedestrians. It is mainly persons who walk very little, as well as respondents from Simmering, who point out these drawbacks. The latter group also complain most (41 percent vs. 24 percent for all of Vienna) about waste in public space.

The lack of shade disturbs above all people in Floridsdorf (43 percent) vis-à-vis those in Döbling (7 percent) and in Vienna overall (24 percent). 20 percent of respondents are irked by construction sites, with a peak registered in Liesing (31 percent) and a minimum in the 3<sup>rd</sup> municipal district Landstrasse (3 percent).

The overall satisfaction of pedestrians in Vienna is very high.



Vienna pedestrian survey used as basis:

Unless specified differently in footnotes, the figures cited in this publication are based on: Hajek, Peter/Stark, Jennifer: Fußgeher-Report Wien 2017. June/July 2017 on behalf of Mobilitätsagentur Wien GmbH.

It is the objective of this survey to assess the degree of satisfaction of Vienna's pedestrians with the current situation and to identify suggestions for improvement. Respondents were asked about their home district; then the findings were grouped by municipal districts on the basis of disproportional quota sampling and weighted statistically according to the different proportions of Vienna's population. Five clusters were derived from the results for the individual municipal districts; a total of 4,600 persons were interviewed, producing a maximum variation of findings of +/- 1.5 percent.



# Continuous infrastructure improvement



## Construction measures to promote walking - the length of pedestrian zones has markedly increased in recent years

In 2017, Vienna's pedestrian zones were 20,256 metres long. The number of curb extensions is also augmented on an ongoing basis, rising from 10,775 in 2015 to 11,077 in December 2017. Humps which increase the height of traffic lanes to sidewalk level are an important architectural measure to facilitate street crossing. The number of humps was stepped up between 2015 and 2017 from 1,620 to 1,932.<sup>4</sup>

Speed reductions for motorised traffic likewise contribute to the safety and comfort of walking: in 2017, "Tempo 30" (20 mph) zones extended over fully 1,700 kilometres, as compared to only 1,365 kilometres in 2006. Traffic-calming zones were lengthened from 29,184 metres in 2006 to 37,769 metres in 2017.<sup>5</sup> The length of encounter zones in its turn increased from 1,519 metres in 2013 to 2,671 metres today.

## Measures for the blind and visually impaired

Above all two measures are employed to render the city more accessible for visually impaired persons: 889 out of a total of 1,180 traffic lights with pedestrian signals in Vienna – i.e. close to three quarters (74 percent) – are equipped with acoustic signals for the blind.<sup>6</sup> Moreover, tactile guidance systems are likewise steadily stepped up (by roughly 3.8 kilometres in recent years). Their current total length has already attained 43.7 kilometres<sup>4</sup>.



Source: Municipal Department 46: Development of pedestrian zones, length in metres

<sup>4</sup> Municipal Department 28

<sup>5</sup> Municipal Department 46, Spatial Reference System (Municipal Department 21)

<sup>6</sup> Municipal Department 33 – Public Lighting



# Key findings and perspectives



Paths are  
made by  
walking.

Friedrich Nietzsche

## Vienna is a city for pedestrians

And the Viennese are passionate about walking. This is hardly surprising, given that walking is well-suited to a city with high quality of life and relatively compact structures.

Walking is also part of Vienna's easygoing atmosphere (the proverbial "Gemütlichkeit"). Moreover, a general trend in society towards a more health and eco-aware lifestyle that strives to cut down on stress and favours psychological and mental balance is evident. Healthy nutrition and more exercise are important elements of this trend, and walking complements this lifestyle to perfection.

## Pedestrians feel safe

The Viennese feel safe when travelling on foot – especially those who walk a lot. Persons who walk often moreover feel far less bothered by cyclists than those

who rarely travel on foot. Dirt and waste on the sidewalks are specifically mentioned as a drawback. It is therefore important to further invest in improving cleanliness in coming years. Further desiderata of pedestrians include a more efficient separation of sidewalks and cycle ways as well as longer green phases for pedestrian crossings. These aspects must be given even more consideration by city planners to further boost pedestrian traffic.

It is a welcome fact that the positive image of walking in Vienna has improved over the past five years from 59 percent in 2013 to 88 percent in 2017.<sup>7</sup>

<sup>7</sup> Source: User survey by Factum 2013: "I like to walk every day"; evaluation report for the Year of Walking by Marketagent.com 2015: "I enjoy walking much or very much"; pedestrian survey by Hajek, Peter/Stark, Jennifer 2017: "I enjoy/very much enjoy walking for a period of over 10 minutes."



## And finally, one surprising outcome

(Architectural) measures that render walking pleasant and safe, such as curb extensions, humps at intersection plateaux or lower speed limits, were not often re-

quested by respondents. Conversely, the introduction of such measures always triggers great satisfaction. In addition to bolstering the subjective sense of safety, these measures in fact enhance road safety in Vienna.



## Pedestrians feel safe in Vienna.

are most important – both among those who take decisions at the district and city level and among the people who walk on Vienna's streets day after day.

As a result, walking seems to be so much taken for granted in Vienna that people are not yet really aware of the physical structures required. So far, citizens seem to have a relatively weak understanding of what good pedestrian infrastructure actually means. The "Vienna on Foot" report contributes to conveying an idea about which investments in pedestrian traffic





# All paths. All senses.

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