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PROJECT REPORT

VIENNA, OKTOBER/2026
ITA-2026-04
WWW.OEAW.AC.AT/EN/ITA

SUSTAINABLE URBAN MOBILITY – POLICIES, IMPLEMENTATION AND SOCIETAL IMPACT

THE CASE OF AUSTRIA

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SUSTAINABLE URBAN MOBILITY – POLICIES, IMPLEMENTATION AND SOCIETAL IMPACT

THE CASE OF AUSTRIA

Institute for Technology Assessment
of the Austrian Academy of Sciences
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Vienna, Oktober/2026

This internal project report was written in the context of the topic for the 2026 EPTA (European Parliamentary Technology Assessment network) conference. A short version of this report is the Austrian contribution to the 2026 EPTA report (see section 9).

MASTHEAD

Media Owner:
Austrian Academy of Sciences (ÖAW)
Legal person under public law (BGBl 569/1921 idF BGBl I 31/2018)
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Editor:
Institute of Technology Assessment (ITA)
Bäckerstraße 13, A-1010 Vienna
www.oeaw.ac.at/en/ita

The ITA Project Reports are published irregularly and publish the research results of the Institute of Technology Assessment. The Reports are published in print in small numbers only and are made available to the public via the Internet portal "epub.oeaw":
epub.oeaw.ac.at/ita/ita-projektberichte

ITA Project Report No.: ITA-2026-04 (Vienna, Oktober/2026)
ISSN: 1819-1320
ISSN-online: 1818-6556
epub.oeaw.ac.at/ita/ita-projektberichte/ITA-2026-04.pdf



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CONTENTS

	KURZFASSUNG	6
	ABSTRACT	7
1	INTRODUCTION	8
2	THE DEVELOPMENT OF MOBILITY PLANNING IN AUSTRIA	10
3	LEGISLATIVE, POLICY AND STRATEGIC FRAMEWORKS	13
4	SUSTAINABLE URBAN MOBILITY MEASURES	16
4.1	PUBLIC TRANSPORT AND MOBILITY PRICING	16
4.2	ACTIVE AND SHARED MOBILITY	17
4.3	ACCESS REGULATION AND ELECTRIFICATION	19
4.4	INTELLIGENT TRANSPORT SYSTEMS	21
5	IMPACT OF THESE MEASURES	23
5.1	DATA AVAILABILITY	23
5.2	MODAL SHIFT AND TRAVEL BEHAVIOUR	25
5.3	ENVIRONMENTAL PERFORMANCE	26
5.4	SAFETY	26
6	CITIZEN AND STAKEHOLDER INVOLVEMENT	27
6.1	STAKEHOLDER INVOLVEMENT	29
6.2	ROLE OF CITIZENS	30
6.3	PARTICIPATORY METHODS	30
7	CHALLENGES AND FUTURE POLICY PRIORITIES	33
7.1	NEAR-TERM PRIORITIES	33
7.2	CHALLENGES	34
8	CONCLUSIONS	35
9	AUSTRIA. A CONTRIBUTION TO EPTA: SHORT REPORT	37
	REFERENCES	42
	ABBREVIATIONS	50

LIST OF FIGURES

Figure 1: Modal split of Vienna residents' everyday trips in 1993, 2024 and 2025 (in %) 11
Figure 2: SUMP readiness of the nine Austrian provincial capitals, as of October 2024 14
Figure 3: Lendplatz in Graz after its redesign 18
Figure 4: One of four new electric buses in service on the streets of Linz 20
Figure 5: Active test permits for automated driving in Austria, by location, use case, and test route length 22
Figure 6: Data layers of the Graphenintegrations-Plattform (GIP) 24
Figure 7: The SUMP cycle 28

LIST OF TABLES

Table 1: Functional abilities required for SUMP development, their key assets and the stakeholders who typically provide them 29

KURZFASSUNG

Aus sozioökonomischer Perspektive muss nachhaltige urbane Mobilität allen Bevölkerungsgruppen den Zugang zum öffentlichen Verkehr sichern. Die in Österreich in den vergangenen Jahren beschlossenen Maßnahmen folgen dieser Logik in vier Handlungsfeldern: öffentlicher Verkehr und Mobilitätsbepreisung, aktive und geteilte Mobilität, Zufahrtsregelungen und Elektrifizierung sowie intelligente Verkehrssysteme.

Überblick

Der vorliegende Bericht stellt die erweiterte Fassung des österreichischen Beitrags zum EPTA-Bericht 2026 (European Parliamentary Technology Assessment) „Sustainable Urban Mobility: Policies, Implementation and Societal Impact“ dar und fragt, wie die urbanen Knoten und ihre funktionalen städtischen Gebiete in Österreich nachhaltige Mobilität planen, umsetzen und evaluieren und wie diese Praxis auf die partizipativen Anforderungen der europäischen Politik reagiert. Darüber hinaus präsentiert der Bericht die Ergebnisse unseres zwischen Juli und Oktober 2026 durchgeführten Desk Research zu aktuellen Policy-Papieren, strategischen Plänen, technischen Berichten und Good-Practice-Maßnahmen für die Planung und Umsetzung urbaner Mobilität in Österreich.

Ergebnisse

Die gesichtete Evidenz zeigt erste Wirkungen, am deutlichsten in Wien, wo die jährliche Mobilitätserhebung der Stadt den niedrigsten Pkw-Anteil an den Wegen der Wiener Bevölkerung seit 1993 verzeichnet, während der Pendelverkehr über die Stadtgrenzen hinweg, die Verkehrssicherheit und ein systematisches Monitoring weiterhin Prioritäten für die Weiterentwicklung darstellen. Zudem behandelt der Bericht den EU-Plan für nachhaltige städtische Mobilität (SUMP), der durchgehend den maßgeblichen Bezugsrahmen bildet, sowohl als Instrument, das 2027 verbindlich wird, als auch als Maßstab, an dem sich bestehende österreichische Strategien einordnen lassen.

ABSTRACT

From a socio-economic perspective, sustainable urban mobility must secure access to public transport for all population groups. The measures adopted in Austria in recent years follow this logic across four fields: public transport and mobility pricing, active and shared mobility, access regulation and electrification, and intelligent transport systems.

Overview of the report

This report presents the extended version of the Austrian contribution to the European Parliamentary Technology Assessment (EPTA) report 2026 on "Sustainable Urban Mobility: Policies, Implementation and Societal Impact", and asks how the urban nodes and their wider functional urban areas in Austria plan, implement and evaluate sustainable mobility, and how that practice responds to the participatory requirements of European policy. In addition, the report presents the results of our desk research between July and October 2026 on recent policy papers, strategic plans, technical reports and good-practice measures for planning and implementing urban mobility in Austria.

Results

The evidence reviewed shows first results, most clearly in Vienna, where the city's annual mobility survey records the car's lowest share of residents' trips since 1993, while cross-boundary commuting, road safety and systematic monitoring remain priorities for further development. The report also addresses the EU Sustainable Urban Mobility Plan (SUMP), which serves throughout as the defining framework, both as the instrument that becomes binding in 2027 and as the standard against which existing Austrian strategies can be read.

1 INTRODUCTION

Urban mobility is the ability of people and goods to move within a city and between it and its surrounding region, and is therefore a precondition for participation in economic and social life. How cities organise that ability has changed considerably over the past half century, shifting from the accommodation of vehicle traffic towards the accessibility and quality of the urban environment as a whole. It is this reorientation that European and Austrian policy now describes as sustainable urban mobility, a framing in which the movement of people, environmental performance and livability of the city are treated as a single planning task rather than as competing objectives (Banister, 2008).

What is sustainable urban mobility?

In Austria, urban mobility concepts are developed at the intersection of international transport systems and city-specific needs. Its position in central Europe, bordering eight countries, means that several international corridors converge in or around Austrian cities, placing sustained pressure on urban road networks. Combined with tourism as one of the country's principal economic sectors (BMWET, 2026), this makes the coordination of urban mobility strategies with national and European transport policy an ongoing task which cannot be planned in isolation.

Transit corridors and tourism: coordination as an ongoing task

European policy gives this approach a concrete instrument in the Sustainable Urban Mobility Plan (SUMP), a strategic document covering the functional urban area, addressing all modes together, and prepared with public participation. What the European Commission promoted from 2013 as voluntary guidance became a legal obligation under Regulation (EU) 2024/1679 for every urban node of the trans-European transport network, with plans due by the end of 2027. For Austria this means that the nine cities, the provincial capitals, are now required to plan their mobility in this form (Rosinak & Partner ZT GmbH, 2024).

SUMP: from voluntary guidance to legal obligation by 2027

What is a SUMP?

A sustainable urban mobility plan (SUMP) is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It is a single framework for tackling all common urban mobility challenges for the entire functional urban area. A SUMP offers a comprehensive, vision-led, flexible and resilient approach by serving as a long-term mobility plan that includes packages of measures addressing short-term objectives and targets, the reaching of which can be fast-tracked in response to changing needs.

The EU Regulation prescribes not only a document but a method. The European guidelines set out the preparation of a plan as a continuous cycle of four phases, preparation and analysis, strategy development, measure planning, and implementation and monitoring, each opening and closing with a milestone and each divided into three steps, twelve in all (Rupprecht Consult – Forschung & Beratung GmbH, 2026). The sequence thus runs from the political decision to plan through to implementation and monitoring. This cycle also provides the guiding theme of the present report, whose five sections follow it from the legislative and policy framework, through the measures adopted and the evidence of their effects, to the participation of stakeholders and the challenges that remain for the next round of planning.

Four-phase SUMP cycle, also structuring this report

Technological promises and the role of TA

Mobility policy is unusually rich in technological promises, from automated vehicles and electrification to digital platforms and mobility as a service. Promises of this kind call for systematic oversight, which is precisely what technology assessment provides by examining options, testing the assumptions behind their expected benefits, and involving citizens and stakeholders in the evaluation.

Previous ITA research on sustainable mobility

Over time, the Institute of Technology Assessment (ITA) of the Austrian Academy of Sciences has been engaged in different studies on sustainable mobility, which fall into several recurring strands. One concerns the decarbonisation of the vehicle fleet, covering the electrification of urban fleets, the prospects of alternative powertrains and the role of advanced biofuels, each situated within the wider transformation of the Austrian energy system (Chaloupka et al., 2015; ITA, 2026a; Ornetzeder et al., 2020; Ornetzeder, 2023; Rohracher et al., 2011). A second concerns automation and digitalisation, from delivery drones to the use of mobile network data for transport planning, with the focus on consequences for privacy and public space rather than on technical feasibility (Krieger-Lamina, 2016; Nentwich & Horváth, 2018; Schaber et al., 2018). A third concerns the governance of urban technology itself (Lipp et al., 2020; Ornetzeder et al., 2016). In the System Readiness project, the institute developed a model for assessing the maturity of innovations for the climate-neutral city, treating them as socio-technical systems in which technical and social elements are inseparable rather than as isolated technologies (ITA, 2026b).

Extended Austrian contribution to the EPTA report 2026

This report continues that line of work and situates it in a broader frame. It presents the extended version of the Austrian contribution to the European Parliamentary Technology Assessment (EPTA) report 2026 on "Sustainable Urban Mobility: Policies, Implementation and Societal Impact" (see section 9 below), and asks how the Austrian urban nodes and their wider functional urban areas plan, implement and evaluate sustainable mobility, and how that practice responds to the participatory requirements of European policy (see Section 6: Citizen and Stakeholder Involvement). The Sustainable Urban Mobility Plan serves throughout as the defining framework, both as the instrument that becomes binding in 2027 and as the standard against which existing Austrian strategies can be read.

Structure of the report

The report follows the five questions of the EPTA report's outline, covering the legislative, policy and strategic frameworks in place (Section 3), the measures implemented in recent years (Section 4), the evidence of their impact (Section 5), the involvement of citizens and stakeholders (Section 6), and the challenges and priorities ahead (Section 7), preceded by a chapter on the development of Austrian mobility planning that situates the 2027 obligation historically (Section 2).

2 THE DEVELOPMENT OF MOBILITY PLANNING IN AUSTRIA

This section traces how Austrian mobility planning shifted from road building towards people and functional urban areas, and how this municipal practice became embedded in European policy up to the 2027 SUMP obligation.

What does the TEN-T Regulation require?

Regulation (EU) 2024/1679 sets the EU's guidelines for developing the trans-European transport network (TEN-T) of rail, road, waterway, port and airport links. It also designates 431 urban nodes, including all nine Austrian provincial capitals. Under Article 41, each must adopt a Sustainable Urban Mobility Plan (SUMP) by 31 December 2027 and report data on the sustainability, safety and accessibility of urban mobility to the Commission. This turned the SUMP from voluntary guidance into a legal obligation.

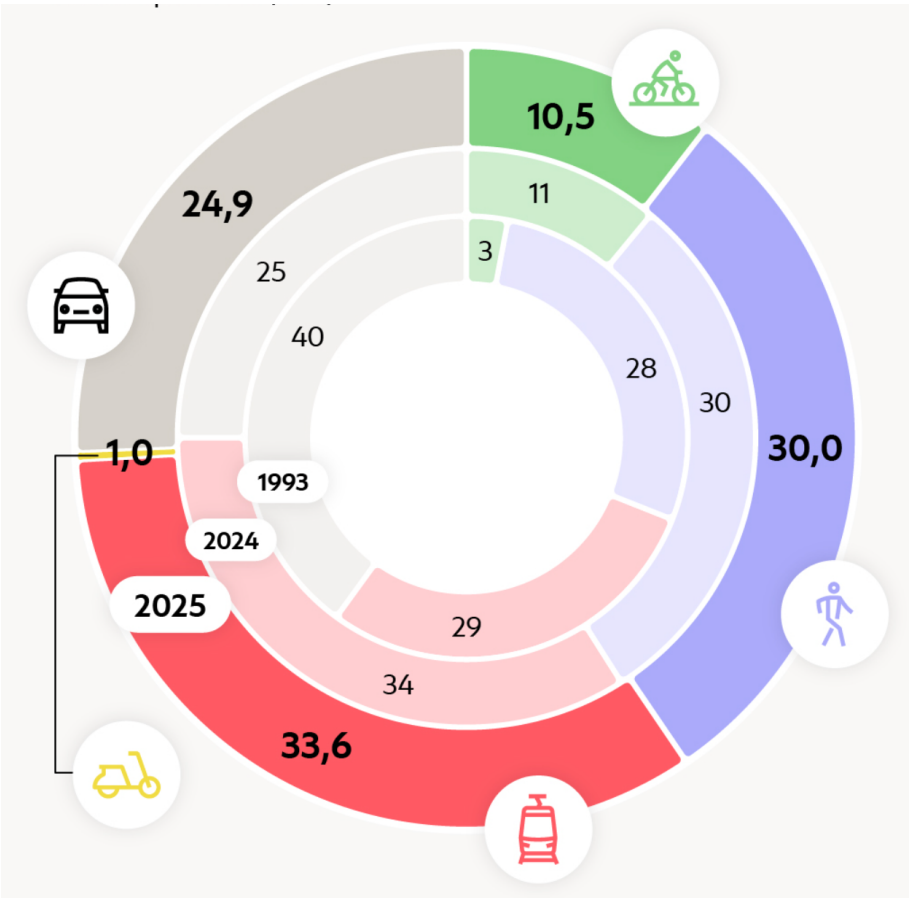
Paradigm shift from vehicles to people after decades of road building

By the end of 2027, all nine Austrian provincial capitals must adopt a Sustainable Urban Mobility Plan (SUMP) in accordance with the regulation (EU) 2024/1679 (Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union Guidelines for the Development of the Trans-European Transport Network, Amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and Repealing Regulation (EU) No 1315/2013, 2024). The obligation is frequently presented as a new departure in Austrian mobility governance and as a preliminary conclusion of a long reorientation in the course of which the object of planning shifted from vehicles to people and its unit from the administrative territory to the functional urban area. At a national level, the reorientation came after decades of supply-led road building, which expanded road capacity to keep pace with forecast growth in car traffic. The first national strategic document, the *Gesamtverkehrskonzept* of 1968, and the road priority rankings of the 1970s focused on prioritising infrastructure projects, given the budget and construction capacity available, and were in substance concerned with the car alone, road and rail remaining in separate ministries until 2000 (Emberger, 2017, pp. 7–8, 10).

Cities as forerunners; EU accession in 1995

Municipal planning, by contrast, began to move in a different direction. Vienna's chief transport planner argued already in 1969 that transport planning could not mean creating ever more space for driving and parking; the city's first comprehensive transport concept followed a year later (Leeb, 2020) and has been renewed at roughly ten-year intervals ever since (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). In cities such as Vienna, the modal split shows a steady shift since the early 1990s away from car-centred transport towards public transport and active mobility, particularly cycling (Figure 1). Graz (Stadt Graz, 2007) and Innsbruck (Rosinak & Partner ZT GmbH, 2024) followed with transport concepts in the late 1980s, by which time the vocabulary of sustainable urban mobility was present in Austrian city strategies well before its European codification. While these initiatives emerged from municipal planning practice, their further de-

velopment unfolded within an increasingly Europeanised transport policy landscape. Accession to the European Union in 1995 laid the institutional foundation within which the SUMP concept would later take shape and be implemented. More broadly, it embedded Austrian transport policy within European structures, beginning with the transit arrangements for the Brenner corridor (Emberger, 2017) and the gradual integration of Austrian corridors into the trans-European network (Decision No 1692/96/EC of 23 July 1996 on Community Guidelines for the Development of the Trans-European Transport Network, 1996).



Note: Between 1993 and 2025 the car's share fell from 40% to 24.9%, while public transport rose from 29% to 33.6%, walking from 28% to 30% and cycling from 3% to 10.5%.
Source: Stadt Wien/MA 18 and Wiener Linien (2026)

Figure 1: Modal split of Vienna residents' everyday trips in 1993, 2024 and 2025 (in %)

National transport plan 2012 and EU Urban Mobility Package 2013

The *Gesamtverkehrsplan für Österreich* of 2012, organised around the four objective levels of social, safe, environmentally friendly and efficient, was the first comprehensive and integrated national plan in more than twenty years (BMVIT, 2012), while at the Union level a series of soft instruments culminated in the 2013 Urban Mobility Package, which made the SUMP the cornerstone of European urban mobility policy (European Commission, 2013).

From voluntary practice to binding law (2014–2024)

The framework conceptually codified and consolidated already established approaches rather than inventing entirely new ones. In Austria, it was subsequently taken up through planning practice, still without a dedicated legislative process (BMIMI, 2026a), most visibly in Vienna's *Fachkonzept Mobilität* of 2014, deliberately prepared in conformity with SUMP standards (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). Despite the growing visibility of the SUMP framework, the uptake remained uneven across Member States (European Court of Auditors, 2020). The *New EU Urban Mobility Framework* of 2021 (European Commission, 2021) therefore introduced a more demanding approach, followed by Commission Recommendation (EU) 2023/550 (Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning, 2023), which updated the SUMP concept and called on Member States to establish national SUMP support programmes. Regulation (EU) 2024/1679 (Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union Guidelines for the Development of the Trans-European Transport Network, Amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and Repealing Regulation (EU) No 1315/2013, 2024) then converted a decade of voluntary practice into law, requiring 431 urban nodes to adopt a SUMP by the end of 2027 and to report sustainable urban mobility indicators (Rupprecht Consult – Forschung & Beratung GmbH, 2026).

3 LEGISLATIVE, POLICY AND STRATEGIC FRAMEWORKS

This section asks which legislative, policy and strategic frameworks govern sustainable urban mobility in Austria, from the division of competences and EU obligations to national strategies, funding and institutions.

Competences split between Bund, Länder and municipalities

Sustainable urban mobility is in Austria governed by a layered framework combining binding EU law, national strategy and city-level plans, where competences for transport planning and funding are split across the federal government, the nine federal provinces (*Länder*) and the municipalities (BMIMI, 2026a). The Federal Constitution assigns railways, aviation, federal roads and motor vehicle traffic law to the federal level, while spatial planning, provincial and municipal roads and regional public transport fall primarily to the Länder and municipalities, with the consequence that no single tier holds the full set of instruments shaping mobility within a functional urban area (BMK, 2024a; Bundes-Verfassungsgesetz (B-VG), 1930).

SUMPs and mobility data for all nine capitals by 2027

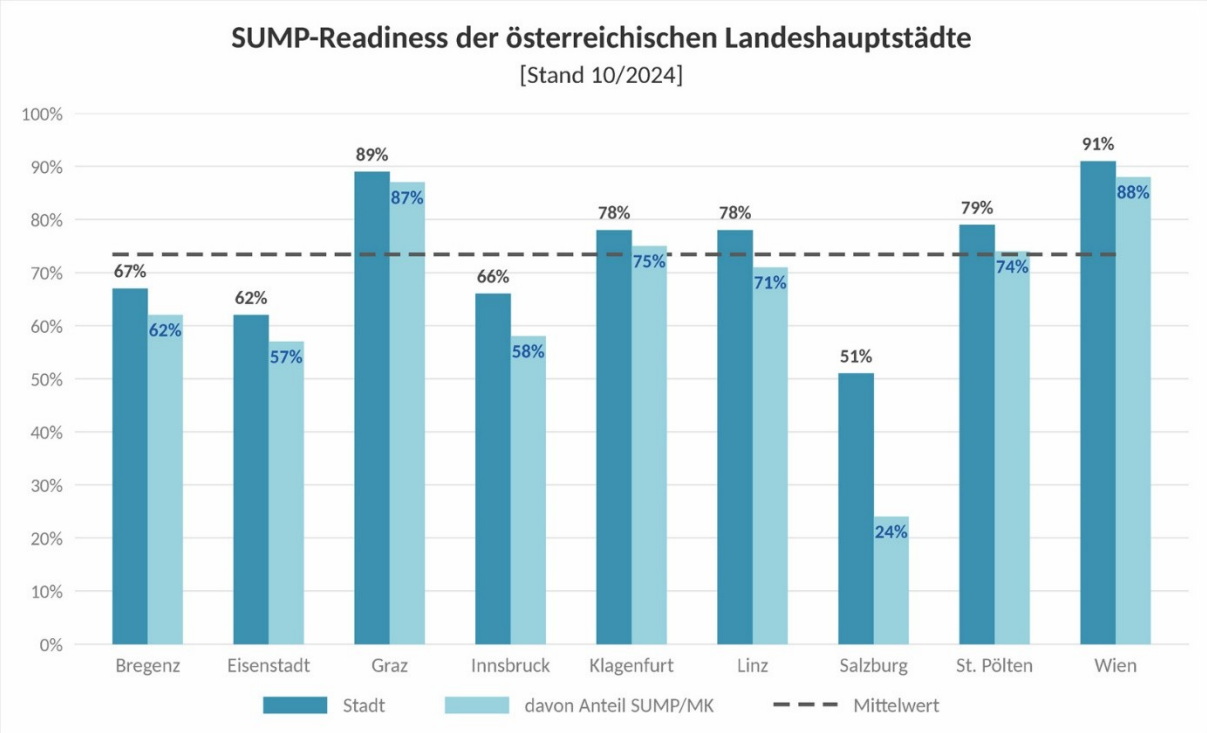
The key instrument is the revised trans-European transport network (TEN-T) regulation (EU) 2024/1679 (Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union Guidelines for the Development of the Trans-European Transport Network, Amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and Repealing Regulation (EU) No 1315/2013, 2024) (in force since July 2024), prioritising trans-border connectivity by contributing to the multimodal integration of EU transport infrastructure. Because all nine Austrian provincial capitals are designated TEN-T urban nodes, each must adopt a SUMP covering its entire functional urban area by the end of 2027 and collect urban mobility data on sustainability, safety and accessibility for submission to the Commission, with the indicator set to be fixed by implementing act (Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union Guidelines for the Development of the Trans-European Transport Network, Amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and Repealing Regulation (EU) No 1315/2013, 2024). Methodological requirements derive from *Poly-SUMP Methodology* guide (Adell & Ljungberg, 2014), the EU SUMP Guidelines (Rupprecht Consult – Forschung & Beratung GmbH, 2026) and Commission Recommendation (EU) 2023/550 (Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning, 2023).

Hierarchy of measures for a climate-neutral transport sector: avoid-shift-improve

The strategic anchor is the *Mobilitätsmasterplan 2030* (BMK, 2021) – the climate-action framework for the transport sector, oriented towards Austria becoming climate-neutral by 2040 based on the "avoid–shift–improve" logic, which sequences measures as a hierarchy: first avoiding traffic, then shifting it to eco-mobility and only then improving the efficiency of what remains (BMK, 2021). It is complemented by national sectoral strategies, including a series of master plans: *Masterplan Gehen 2030* (Walking) (BMK, 2022b), *Masterplan Radfahren 2030* (Cycling) (BMK, 2024b), and *Masterplan Güterverkehr 2030* (Freight)(BMK, 2023). These are consolidated in the *Integrated National Energy and Climate Plan* (BMK, 2024a), which Austria is required to prepare and which sets out the transport measures intended to demonstrate its pathway towards achieving the EU's energy and climate targets.

Funding and legal instruments; Mission as de facto SUMP support

Translating these objectives into practice rests on a combination of funding programmes and legal instruments: klimaaktiv mobil programme (BMIMI, 2026b) for active mobility and mobility management; the e-mobility schemes coordinated through the BMIMI platform eMOVE (BMIMI, 2026f); the KlimaTicket Österreich, a nationwide annual pass covering regional and long-distance public transport in all nine provinces, established in law; and the legal frameworks governing carbon pricing, federal rail investment planning, and regional public transport (BMK, 2024a; Öffentlicher Personennah- Und Regionalverkehrsgesetz 1999 (ÖPNRV-G 1999), 1999). Lacking a formal National SUMP Support Programme (NSSP), the Climate-Neutral Cities Mission (European Commission – Directorate-General for Mobility and Transport, 2024; Klima- und Energiefonds, n.d.), which now includes all nine urban nodes, functions as Austria's de facto national support structure and a national SUMP contact point was established in 2025 (BMIMI, 2026a; Klima- und Energiefonds, n.d.). The groundwork for both was laid by the *SUMP-Readiness* study, which (commissioned by the ministry, prepared by Rosinak & Partner) benchmarked the capitals against the SUMP criteria (Figure 2), finding readiness levels ranging from roughly 51% to 91%, with Vienna and Graz leading the ranking (BMIMI, 2026a).



Note: Dark bars show how far each city meets the SUMP criteria across all its plans, ranging from 51% in Salzburg to 91% in Vienna. Light bars show the share contributed by the city's SUMP or mobility concept alone. The dashed line marks the average. Source: Rosinak & Partner ZT GmbH (2024)

Figure 2: SUMP readiness of the nine Austrian provincial capitals, as of October 2024

Federal level: BMIMI and its agencies

At the federal level, transport and mobility policy, including the *Mobilitätsmasterplan* 2030, TEN-T compliance and the national SUMP contact point, sits with the BMIMI. It is supported by federal agencies: AustriaTech, which coordinates intelligent transport systems and digital mobility services (AustriaTech, n.d.); the Klima- und Energiefonds, which administers federal funding for active mobility and mobility management (BMIMI, n.d.-b); and the Umweltbundesamt, which provides environmental analysis and monitoring for the transport sector. Planning at this level draws on the national multimodal transport model and its scenario-based demand forecast (Verkehrsprognose Österreich 2040+) (BMIMI, n.d.-c), which project long-term passenger and freight demand across all modes and provide the basis for dimensioning the strategic road and rail network (BMIMI, 2026c).

Provincial level: Länder and transport associations

The nine Länder hold the key competences for regional public transport, the provincial road network and spatial planning. Regional public transport is organised through the *Verkehrsverbünde* (transport associations), which are responsible for the planning, coordination and optimisation of public transport services and which largely pursue their own regional mobility and transport strategies. Cross-border arrangements also exist, most notably the cooperation between the Salzburger Verkehrsverbund and the adjacent Bavarian district of Berchtesgadener Land, in place since 1 June 1997 and described by the ministry as the first cross-border transport association in Europe (BMIMI, n.d.-d).

Municipal level: city plans, two already SUMP-equivalent

At the local level, the city administrations (*Magistrate*) and, in Vienna, the districts implement measures, and the largest cities adopt their own strategic plans. Vienna's *Fachkonzept Mobilität*, part of the STEP 2025 urban development plan (Urban Development Vienna – Municipal Department 18 (MA 18), 2015), and Graz's *Mobilitätsplan 2040* (Stadt Graz – Abteilung für Verkehrsplanung, 2023) are treated as SUMP-equivalent, while Linz's *Mobilitätskonzept* (Magistrat der Landeshauptstadt Linz, 2021) and city-level sectoral plans such as cycling strategies and walking master plans feed into SUMP readiness (BMIMI, 2026a).

4 SUSTAINABLE URBAN MOBILITY MEASURES

This section asks which sustainable urban mobility measures Austria has implemented in recent years and which modes they address, grouped into four fields of action.

4.1 PUBLIC TRANSPORT AND MOBILITY PRICING

ITA work: access for all, pricing to manage demand and emissions

Earlier ITA work on sustainable mobility from a socio-economic perspective set out the principles against which the measures below can be read. Chaloupka et al. (2015) identify land-use planning and the infrastructural link between urban and peri-urban transport as the key means of achieving sustainable mobility, and argue that a sustainable urban mobility plan must secure access to public transport for all population groups. Access in this sense depends not only on the network but also on its price. Both dimensions were taken up two years later in the ITA's contribution to the EPTA report *Shaping the Future of Mobility: Mobility Pricing in Europe and Beyond* (2017), which surveyed public transport infrastructure in the Austrian cities, from the new Vienna metro line and cycling routes to parking management and transport pricing, including financial support for public transport use. Building on this work, Sinozic et al. (2018) stress that mobility pricing serves not only to manage travel demand and relieve capacity bottlenecks but also to limit traffic emissions. The measures implemented since then combine network and price in the same way, along three lines: fare reform at national level, network expansion in the urban nodes and parking pricing at city level.

Incentives for public transport

The defining reform is the KlimaTicket Österreich, a single flat-rate annual pass valid on scheduled public transport throughout Austria regardless of operator or regional transport association, launched on 26 October 2021 at €1,095 per year and held by more than 300,000 users by 22 September 2024 (Bundeskanzleramt Österreich, 2024). It is complemented by the expansion and modernisation of the regional and suburban (S-Bahn) rail network under the *Mobilitätsmasterplan* 2030 (BMK, 2021) and the Austrian Federal Railways (ÖBB) *Zielnetz 2040* Strategy (BMIMI, 2024), which is scheduled for completion by 2027 and aims to improve mobility within the functional urban areas (FUA).

What is a functional urban area (FUA)?

A functional urban area consists of a city and its commuting zone. The city is identified by its densely populated core, with at least 50,000 inhabitants living at a density of at least 1,500 per km². The commuting zone covers the surrounding municipalities where at least 15% of employed residents work in the city (Dijkstra et al., 2019). Because it follows daily travel patterns rather than administrative boundaries, the FUA is the planning unit of the SUMP. In Austria it often crosses provincial borders, as in the case of Vienna and Lower Austria.

Vienna: U2/U5 metro extension and city-wide parking charges

In parallel, Vienna is implementing its largest public-transport and climate-protection project, the U2 and U5 metro lines expansion, co-financed by the federal government and the City of Vienna: twelve new stations and around eleven kilometres of new line, including Austria's first fully automated (driverless) line. The first phase is scheduled for opening in 2030, which is a four-year postponement due to the need for state and city budget consolidation (ORF Wien, 2025). As a city-level pricing lever, Vienna extended paid short-stay parking (*Kurzparkzone*) across the entire city in 2022, using parking charges to manage car use (Urban Access Regulations in Europe, n.d.). However, the investment in public transport extends well beyond the capital to the other urban nodes.

Relieving traffic congestion in different cities

Graz opened the 1.2 km Neutorlinie tram relief line in November 2025, with 2 new trams stops, which adds a second north–south axis through the inner city, relieving the overloaded Herrengasse trunk route and creating capacity for further network extensions (Holding Graz, 2025); Innsbruck extended tram and regional-rail lines 2 and 5, reaching Rum station in 2023, which converted the urban tram into a regional light-rail system re-placing former bus corridors, connecting the suburban municipality of Rum to the city core and with a further extension to Völs planned by 2030 (Rechnungshof Österreich, 2023).

4.2 ACTIVE AND SHARED MOBILITY

Among the measures most directly associated with sustainable urban mobility are those promoting active and light shared modes, principally walking, and cycling, together with the shared vehicles that have come to accompany them. By making urban space more accessible and more equitable, these modes are associated with reduced car dependency and lower emissions while improving public health (BMK, 2022b; Urban Development Vienna – Municipal Department 18 (MA 18), 2015).

Joint target of all three tiers: cycling share from 7 to 13 percent

At federal level the two active mobility master plans supply the strategic framing while the klimaaktiv mobil programme has delivered active-mobility funding with *Bund–Länder* partnerships covering up to 50% of net costs for cycle-highway lead projects (VCÖ, 2022). The most consequential single step was the agreement concluded between Bund, Länder and municipalities in spring 2022, which committed the three tiers jointly to raising the cycling share from 7 to 13 percent (BMK, 2024b). The scale of the underlying effort is modest but rising: between 2015 and 2020 the provinces invested on average around six euros per inhabitant annually in cycling and the provincial capitals around five, with investment increasing considerably since 2020, putting the length of the safe Austrian cycle network at somewhat over 18,700 kilometres (BMK, 2024b).

Cycling investments in the provinces

That national frame is filled in differently by each province. Styria adopted a cycling strategy in 2016 and had twenty-one large network projects in preparation or implementation by 2021, among them the Graz and surroundings network study that won the Austrian Mobility Prize (BMK, 2024b). Tyrol has funded 160 projects since its 2016 cycling concept, channelling more than 26 million euros of subsidy into a total of 44 million euros invested in 157 kilometres of cycle route, and raised its annual infrastructure budget from 1.5 to 6.5 million euros before presenting a new strategy in 2022 (BMK, 2024b). Vorarlberg, where more than 16 percent of weekday trips are already made by bicycle, is implementing 200 kilometres of cycle highway under its 2017 strategy (BMK, 2024b).

Pedestrian and encounter zones

The walking measures are visible mainly at street level. Vienna has converted its most heavily used shopping streets, among them Mariahilfer Straße, Rotenturmstraße and Herrengasse, into pedestrian-friendly encounter zones distinguished by a uniform surface level, light-coloured asphalt, and a 20 km/h limit with continuous enforcement, with Mariahilfer Straße now combining a pedestrian zone flanked by two encounter zones (BMK, 2022b). New pedestrian zones such as the Bloch-Bauer-Promenade and Franklinstraße have been added, alongside the Coole Straßen (Cool Streets) programme, which retrofits selected street sections with trees, seating, drinking fountains and misting as a climate adaptation measure (BMK, 2022b; Mobilitätsagentur Wien, 2023). Comparable interventions are found elsewhere: Graz combined a pedestrian zone, an encounter zone, improved cycle routing, greening and seating in its Lendplatz scheme and converted the Stockergasse in 2021 (Figure 3); Salzburg is redesigning four pedestrian zones in the historic centre and has completed two encounter zones; Bregenz expanded its pedestrian zone in July 2022, giving it the largest such zone in Vorarlberg; and St. Pölten, building on its 2019 public space concept, converted the Domplatz from a car park into a pedestrian zone in 2023 (BMK, 2022b). Linz adopted a dedicated cycling strategy in 2024 that structures the main cycle network into three route categories and gives priority to bringing individual main routes up to a continuous quality standard rather than adding disconnected fragments (Magistrat der Landeshauptstadt Linz, 2021; Stadt Linz, 2024).



Note: The redesign combines a one-way street, a pedestrian zone and an encounter zone with improved cycle routing, additional greenery and seating. Source: Wehap (2021)

Figure 3: Lendplatz in Graz after its redesign

Shared mobility infrastructure in Vienna

Vienna's shared mobility offer is the most developed. Wiener Linien built the WienMobil platform, integrating mobility hubs that bundle station-based e-carsharing, bike sharing and scooter sharing, now spanning over 250 hubs and more than 100 shared e-cars across all twenty-three districts, together with the on-demand WienMobil Hüpfer shuttle in the outer districts (Stadt Wien, n.d.-b; Wiener Linien, n.d.-a; Wiener Stadtwerke, 2026). WienMobil Rad (bike) reached all Viennese districts by October 2022 and is offered at half price to public transport and KlimaTicket subscribers (European Commission, 2022; Stadt Wien, n.d.-b). Shared e-scooters from two licensed operators are steered through slow-speed zones and scooter-free exclusion zones administered by the city's department for traffic organisation, while stricter federal safety and equipment requirements took effect in May 2026 (BMIMI, 2026e; Stadt Wien, n.d.-a). Much of this work is coordinated by the Mobilitätsagentur Wien, the City of Vienna's agency for active and shared mobility, which runs the city's walking and cycling platforms and campaigns (Mobilitätsagentur Wien, n.d.).

4.3 ACCESS REGULATION AND ELECTRIFICATION

IG-L environmental zones: goods vehicles only

Austria has not introduced German-style passenger-car low-emission zones in any of its cities, which restrict access to the city for cars according to their emission class, identified by a coloured windscreen sticker. The closest instrument is the environmental zone (*Umweltzone*) under the Immissionsschutzgesetz-Luft (IG-L), which empowers the Governor of each province to designate a remediation area (*Sanierungsgebiet*) and impose traffic measures where limit values for particulate matter or nitrogen dioxide are exceeded. The restrictions issued on this basis apply almost exclusively to goods vehicles of categories N1, N2 and N3, and because they are enacted at provincial level they follow administrative rather than urban boundaries (ÖAMTC, n.d.). Directive (EU) 2024/2881, to be transposed by December 2026 and tightening limit values from 2030 (BMLUK, n.d.), may reopen the question at municipal level and bring it into direct contact with the SUMP obligations of the nine Austrian urban nodes.

Cities rely on parking, speed limits and street space instead

Austrian cities have instead pursued traffic and emission reduction through instruments they control directly, principally parking management, urban speed reduction and the reallocation of street space, rather than through emission-based access control. Alongside these, the electrification of municipal public transport has become the most visible direct measure, and it is here that federal funding has had the clearest effect at city level.

Electrification driven by federal purchase subsidies

Fleet electrification in Austria has been driven largely by federal subsidy rather than by municipal regulation (BMIMI, n.d.-a). Purchase subsidies under the E-Mobilitätsoffensive, jointly financed by the responsible federal ministry and the vehicle importers, supported the acquisition of battery electric and fuel-cell vehicles by private individuals, businesses and local authorities, with a dedicated strand for electric taxis, carsharing vehicles and driving schools; successive annual rounds were closed early once budgets were exhausted, and the scheme ceased accepting new registrations on 31 March 2026 (BMIMI, n.d.-a; Klima- und Energiefonds, 2024).

Funding for charging, e-buses and e-trucks

Under the eMove Austria programme, four branches have been consolidated to support the transition to emission-free mobility (klimaaktiv mobil, n.d.): Charging deployment has been supported through eCharge (LADIN), which funds the rollout of public fast-charging points (Österreichische Forschungsförderungsgesell-

schaft (FFG), 2023) and eRide for private charging points and electric two-wheelers (eMove Austria, 2026b). The two remaining programmes with the greatest urban effect, however, are eBus (EBIN – Emissionsfreie Busse und Infrastruktur) and ENIN (Emissionsfreie Nutzfahrzeuge und Infrastruktur), which covered the additional costs of zero-emission buses and of heavy goods vehicles in categories N2 and N3 respectively, together with the associated charging or refuelling infrastructure, at rates of up to sixty per cent (klimaaktiv mobil, n.d.). EBIN was financed from the Austrian Recovery and Resilience Plan under NextGenerationEU and co-funded by the Austrian Ministry of Climate, and it funded the conversion or acquisition of at least 781 buses for emission-free operation by the second quarter of 2026, counting battery, trolleybus and hydrogen fuel-cell propulsion as eligible technologies (eMove Austria, 2026a; Expert Group for Urban Mobility (EGUM), 2024).

Emission-free buses in Vienna, Linz and other capitals

The effects are visible across the provincial capitals, though they follow markedly different pathways. Wiener Linien opened a dedicated electromobility competence centre in Siebenhirten in February 2024. By April 2026 thirteen lines, approximately one quarter of the bus network it operates, ran on locally emission-free propulsion, combining around sixty battery buses with hydrogen fuel-cell vehicles and battery-hydrogen range extenders on the inner-city and hill routes (Wiener Linien, n.d.-b). Because the underground and tramway networks are already electric, the operator reports that roughly eighty per cent of its passengers travel emission-free even before the bus fleet is fully converted, which locates the residual decarbonisation task almost entirely in the bus segment (Stadt Wien, 2026a; Wiener Linien, n.d.-b). Linz illustrates an older pathway, since its trolleybus network, re-equipped from 2017 with high-capacity vehicles using in-motion charging, has provided emission-free operation for decades ("O-Bus Wird E-Bus: Linz Fährt in Ein Neues Zeitalter," 2015), and four EBIN-funded battery buses (Figure 4) were added on line 26 in 2026 (LINZ AG, 2026). Graz, Klagenfurt and operators in Tyrol and Vorarlberg have received support on comparable terms (Bundeskanzleramt Österreich, 2022).



Figure 4: One of four new electric buses in service on the streets of Linz
Source: LINZ AG (2026)

4.4 INTELLIGENT TRANSPORT SYSTEMS

Digital mobility strategy and shared transport data

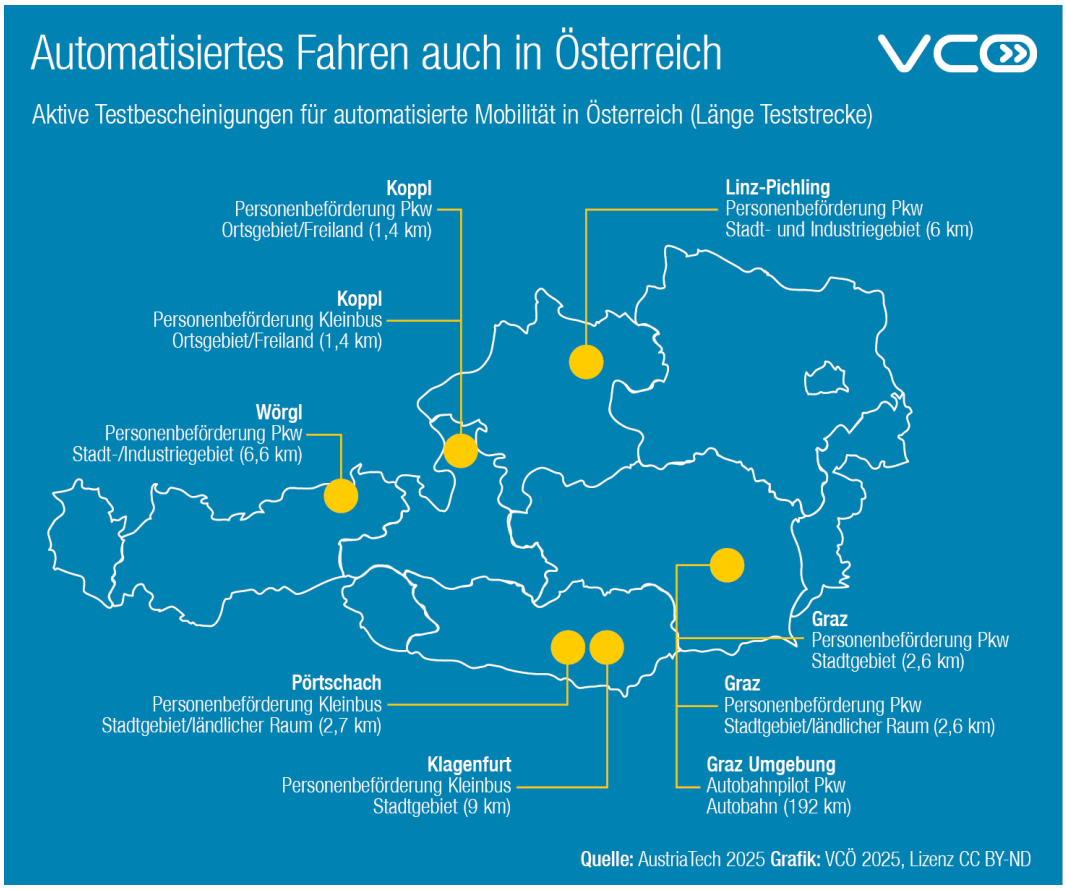
Austria's digital-mobility agenda is steered by the *Aktionsplan Digitale Transformation in der Mobilität* (AP-DTM) (BMK, 2022a), presented in 2022 as the digital strategy for implementing the *Mobilitätsmasterplan* 2030. Its priorities are governance structures for sharing mobility data, integrated mobility services and digital traffic regulations (BMK, 2022a). A shared data backbone exists in the Graphenintegrations-Plattform (GIP), a digital graph of the transport network across all modes, maintained jointly by the federal government, the Länder, ASFINAG, ÖBB and the associations of cities and municipalities, which also feeds the travel planner Verkehrsauskunft Österreich (ÖVDAT (Verein Österreichisches Institut für Verkehrsdateninfrastruktur), n.d.). Under Delegated Regulation (EU) 2024/490, real-time data on disruptions and arrival times must be available through the National Access Point from December 2025, and on shared vehicles and parking from December 2026 (Delegated Regulation (EU) 2024/490 on EU-Wide Multimodal Travel Information Services, 2024).

C-ITS corridors and data links to urban nodes

The flagship Cooperative ITS Corridor running Rotterdam–Frankfurt–Vienna (BMVIT, 2016) is now being extended, with AustriaTech coordinating the harmonisation of Cooperative Intelligent Transport Systems (C-ITS) along five TEN-T corridors across Austria, Czechia, Hungary, Croatia, Romania and Slovenia. Implementation will improve data collection, processing and access, linking the secondary road network and multimodal and urban nodes to the National Access Points (AustriaTech, 2024). In cities, C-ITS is being applied to public transport: the SEMAVOR project (2025–2026), with Vienna, Graz and Wiener Linien among its partners, is developing a manufacturer-independent solution that gives trams and buses priority at traffic lights (FFG, n.d.).

Automated mobility: from testing to application in public transport

The AP-DTM also incorporates the implementation strategy for automated mobility, building on the *Aktionspaket Automatisierte Mobilität* (2019–2022) (BMVIT, 2018). In April 2026 the ministry announced a shift from testing to application, focused on public transport rather than robotaxis (BMIMI, 2026d). The 42nd amendment to the Kraftfahrgesetz (July 2026) allows driver obligations to be suspended for test operations by ordinance, but the revised Automatisiertes-Fahren-Verordnung is still pending (BMIMI, 2026d; Bundesgesetz, Mit Dem Das Kraftfahrgesetz 1967 Geändert Wird (42. KFG-Novelle), 2026). Several test tracks (Figure 5) now hold licences for testing automated driving with small buses and individual cars (AustriaTech, 2025). However, the leading project on larger highly automated buses (SAE Level 4), ROBERTA (2026–2030) (FH Oberösterreich, 2026), is to operate a scheduled service on 10–20 km routes in Upper Austria, Tyrol, Styria and Carinthia from 2027/28, covering urban, suburban and rural settings, though with trained safety staff still on board (Seyringer, 2026).



Note: Most cover passenger cars or minibuses on short urban or semi-rural routes of 1.4 to 9 km, alongside a 192 km motorway pilot near Graz. Source: Schwendinger (2025), based on AustriaTech (2025)

Figure 5: Active test permits for automated driving in Austria, by location, use case, and test route length

5 IMPACT OF THESE MEASURES

This section asks what evidence exists on the impact of these measures on mobility patterns, behaviour and quality of life, covering data availability, modal shift, environmental performance and road safety.

5.1 DATA AVAILABILITY

Evaluating the effects of urban mobility policy requires data that are consistent over time and comparable across places and levels of government. In Austria, the availability of such data varies considerably, from well-established national statistics to provincial and municipal surveys that differ in frequency, method and accessibility.

Strong national data, fragmented and costly regional surveys

These include robust data on emissions, road safety and rail use (Statistik Austria, n.d.), which allow mobility trends to be tracked at the aggregate level. The national mobility survey Österreich unterwegs (Austria on the Move) (BMIMI), now combining smartphone-based GPS tracking of a travel day with a short personal interview, feeds the national transport model VMÖ and the Verkehrsprognose 2040+ (BMIMI, n.d.-c, 2026c). Because the survey is conducted only about once a decade, cities may join with an enlarged sample, and further data held by Statistik Austria, ÖBB, ASFINAG and the Umweltbundesamt are accessible, partly at a cost (Rosinak & Partner ZT GmbH, 2024). All nine provinces maintain their own mobility surveys or studies, which are conducted on separate cycles and under varying conditions: Upper Austria every ten years; Vorarlberg and Lower Austria roughly every five years; Graz most recently in 2024 (Land Oberösterreich, 2022; Land Vorarlberg, 2024; Stadt Graz, 2024). This fragmentation is partly driven by cost. Styria ran its own province-wide survey in 2024 because a methodological change to the national survey would have raised its contribution almost sevenfold, to around €1.3m (Land Steiermark, 2024).

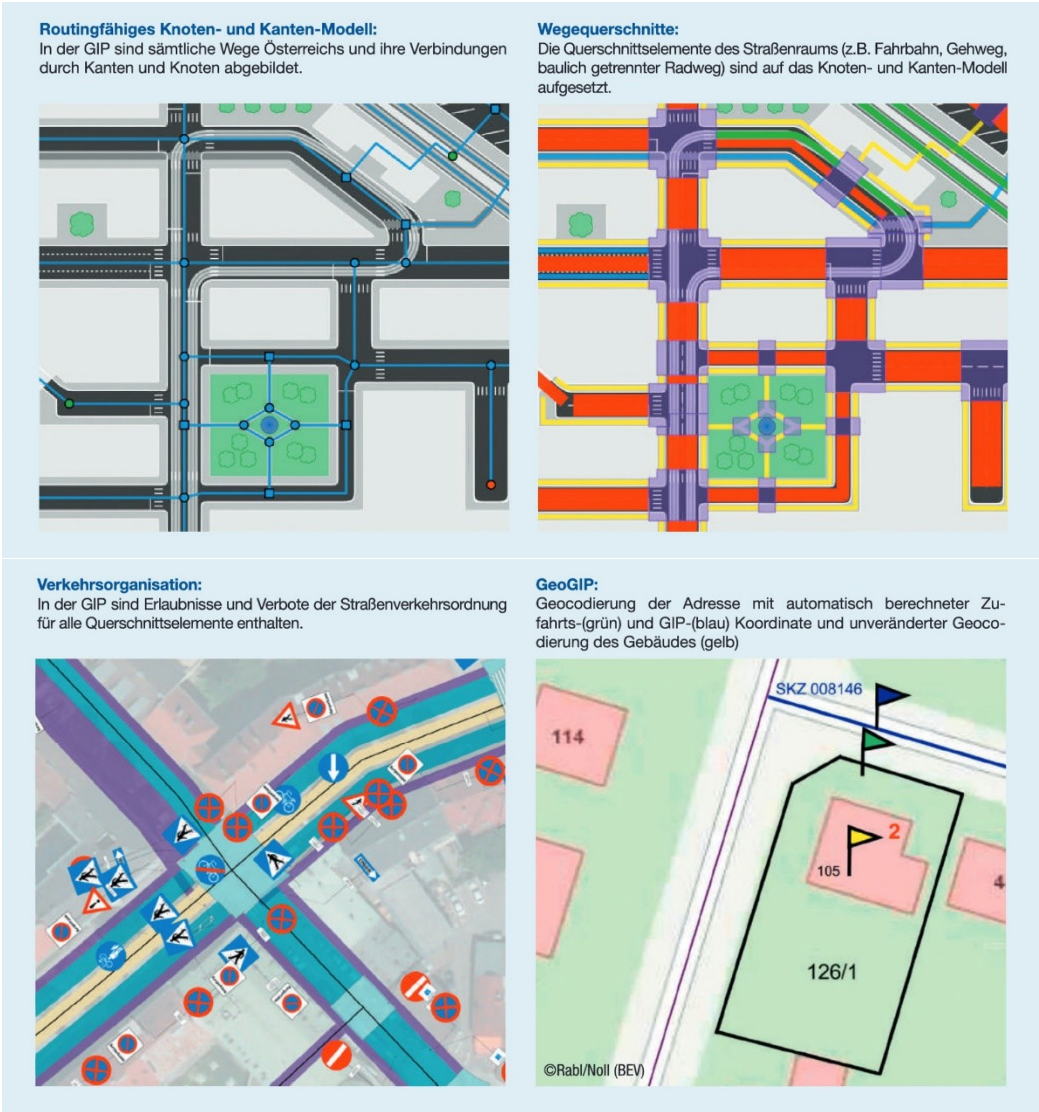
Vienna: Annual Survey, Limitations, and Scope

Vienna, unlike many cities, surveys travel behaviour annually, based on a representative sample of around 2,500 residents, part of whom are re-interviewed the following year (Heller, 2025; Stadt Wien, 2025). The results are published only as short press releases (Stadt Wien, 2026b), whereas analyses covering longer time spans (a 15-year period) have recently been made available as a publicly accessible study (Heller, 2025). The Viennese modal split, moreover, captures only residents' trips within the city, so commuter and freight traffic remain outside the indicator (Urban Development Vienna – Municipal Department 18 (MA 18), 2015).

Shared national infrastructure for transport data

On the supply side, by contrast, Austria has a nationally harmonised data infrastructure. Its core is the Graphenintegrations-Plattform (GIP) (Figure 6), a digital reference graph of the transport network across all modes, into which each authority feeds the part it is responsible for while retaining control over its own data. The GIP is coordinated by ÖVDAT (Austrian Institute for Transport Data Infrastructure), an association founded on the basis of an agreement between the federal government and the Länder, whose members are the Länder, the ministry, ASFINAG, ÖBB-Infrastruktur and the associations of cities and municipalities; its data have been published as open government data since 2016 (ÖVDAT (Verein Österreichisches Institut für Verkehrsdateninfrastruktur), n.d.). However, the daily operation of the GIP Platform lies with ITS Vienna Region, a cooperative ITS pro-

ject founded in 2006 by Vienna, Lower Austria and Burgenland, which also collects and shares real-time traffic data for the eastern region (ITS Vienna Region, 2026; ÖVDAT (Verein Österreichisches Institut für Verkehrsdateninfrastruktur), n.d.). ITS Vienna Region is also a partner in nationwide initiatives such as Verkehrsauskunft Österreich (VAO), a mobility platform that provides intermodal routing across Austria for public transport, cycling, walking and car travel, combining the GIP network with timetables and real-time data from the transport associations (ITS Vienna Region, 2026).



Note: Austria's core transport data infrastructure, which links systems for storing transport and infrastructure data that previously developed in parallel. Source: ÖVDAT (Verein Österreichisches Institut für Verkehrsdateninfrastruktur)

Figure 6: Data layers of the Graphenintegrations-Plattform (GIP)

EU data-sharing duties

EU law increasingly requires such data to be shared: under the revised ITS EU Directives (EU), public authorities and transport operators must make data such as traffic regulations, the location and accessibility of access nodes such as public

transport stops and real-time travel information available through the National Access Point, for urban nodes by the end of 2026 (Delegated Regulation (EU) 2024/490 on EU-Wide Multimodal Travel Information Services, 2024; Directive (EU) 2023/2661 Amending Directive 2010/40/EU on Intelligent Transport Systems, 2023). Like the GIP and VAO, these data describe networks, services and traffic conditions rather than travel behaviour. Because they are consistent nationwide, they could provide a common basis for measuring accessibility across functional urban areas, but they show what the transport system offers, not how people use it or how their behaviour responds to policy.

Monitoring of effects still to be developed

Measuring that response is where recent studies locate a key weakness: the lack of systematic monitoring and controlling mechanisms, and of indicators for evaluating the effectiveness of individual measures (Rosinak & Partner ZT GmbH, 2024). The 2026 national assessment likewise notes that the measurable results of the SUMP concern its coverage rather than direct changes in transport performance indicators (BMIMI, 2026a). The evidence presented below is therefore strongest for national-level data and for Vienna, and is largely descriptive, documenting trends that coincide with policy measures.

5.2 MODAL SHIFT AND TRAVEL BEHAVIOUR

Modal split in the cities

Vienna's annual mobility survey shows the environmentally friendly modes reached 75% of trips in 2024, public transport 34%, walking 30% and cycling 11%, while the car fell to 25%, its lowest since the survey began in 1993 (40%) (Stadt Wien, 2025). Cycling rose from 7% (2019) to 11% (2024), backed by around €52m of cycle-infrastructure investment in 2024 and half a million more cyclists at the city's permanent counters (Stadt Wien, 2025). Roughly 22% of trips made with it would otherwise have been by car (infas, 2024). The 2025 survey points to stabilisation rather than further shift, with public transport at 33.6%, walking 30%, cycling 10.5% and the car 24.9%, plus 1% for motorised two-wheelers, which were previously counted with cars (Stadt Wien, 2026b); the 80:20 target set for 2025 (80% of trips by public transport, cycling or walking, 20% by motorised individual transport) was thus missed (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). Change is most pronounced among young adults, whose share of trips by motorised individual transport fell from 22% to 13% (Heller, 2025). Graz and Linz show similar trajectories: in Graz, 63% of residents' trips were made on foot, by bicycle or by public transport in 2024, meeting the target of the city's 2020 mobility concept (Stadt Graz, 2024), while in Linz residents' cycling share rose from 7.4% (2012) to 10.7% (2022) (Stadt Linz, 2024).

Fare policy and commuting

Public acceptance of the KlimaTicket is very high, with 130,000 sold in the first month after its introduction (above target) and 98% customer satisfaction (klimaaktiv, 2024). Its flat nationwide fare (~€3/day) substantially improved affordability and access to the whole network, and about 40% of holders report using public transport more often since buying it (klimaaktiv, 2024). Holder numbers reached around 300,000 by late 2025, although growth has slowed markedly since 2023, when they stood at 259,000 (Baumberger, 2025). The main gap is commuting: 77% of people crossing Vienna's boundary still do so by car (only 23% by public transport), reflecting weaker cross-border service in the functional urban area (Stadt Wien, 2025). Nationally, meanwhile, motorisation continues to rise, reaching 573 cars per 1,000 inhabitants in 2025 (Statistik Austria, 2026b).

5.3 ENVIRONMENTAL PERFORMANCE

Transport emission trends

Transport CO_2 emissions fell for the third year running in 2024, to about 19.3 Mt (~29% of national emissions), which is ~20% below 2005 (BMIMI, 2025b; Umweltbundesamt, 2025). The Umweltbundesamt's preliminary estimate points to a further decline of 6.5% in 2025, even as total national emissions rose by 0.7% (Umweltbundesamt, 2026b). The drivers, however, lie largely outside urban mobility policy. The 2024 decline was attributed chiefly to lower road freight performance (−1.7%) and a 4% drop in diesel consumption amid weak economic activity, alongside a sharp rise in HVO biofuel sales (BMIMI, 2025b); for 2025, lower diesel consumption, measures already in place and continued economic weakness were cited as dampening factors (Umweltbundesamt, 2026a).

Electrification and the effects of individual measures

Fleet electrification is beginning to register: battery-electric cars accounted for 21.3% of new registrations in 2025, lowering average CO_2 emissions of new cars to 96 g/km (2024: 106 g/km), yet they still make up only 4.9% of the passenger car stock, with Vienna showing the highest share at 6.1% (Statistik Austria, 2026a, 2026b). At the level of individual measures, KlimaTicket research estimates that roughly 3 million car trips were avoided in 2022, while rail emits about 96% less CO_2 per passenger-km than a petrol car (klimaaktiv, 2024; VCÖ, 2025). However, the Court of Audit also concluded in 2025 that, against annual subsidies of €396m, its measurable environmental impact has so far been modest and that demand rises most when public transport is improved and car use is simultaneously made less attractive (Rechnungshof Österreich, 2025). Since these figures are national aggregates, the specific contribution of urban measures cannot be isolated from them.

5.4 SAFETY

Road fatality trends

Road fatalities have shown a declining trend in recent years since the 1972 peak, despite the vehicle fleet nearly tripling (BMIMI, 2025a; ÖAMTC, 2025). However, 2025 figures show road deaths rebounding to 403, an increase of 52 over 2024 (ÖAMTC, 2026), leaving Austria well off its Vision Zero target of fewer than 207 by 2030 (VCÖ, 2026). Most fatalities occur outside urban areas: according to the Interior Ministry's count, about three quarters of those killed in 2025 died outside built-up areas, and Vienna recorded 15 deaths, down from 20 in 2024 (BMI (Bundesministerium für Inneres), 2026).

Safety of active and micro-mobility

The safety of vulnerable road users nevertheless remains a key concern: in 2025, 65 cyclists (32 of them on e-bikes), 58 pedestrians and 6 e-scooter riders were killed. Notably, cyclist fatalities nearly doubled compared to the previous year, reflecting both increased exposure and growing active-mobility volumes (Statistik Austria, 2025). Injury figures confirm the pattern: 10,488 cyclists were injured, 3,154 of them on e-bikes, the second-highest total since records began in 1961, e-scooter crashes injured a further 2,597 people, and pedestrian deaths rose by 21% (ÖAMTC, 2026). These trends make the safety of active and micro-mobility a critical test for urban mobility policy. Without regularly updated exposure data, such as distances travelled by mode, rising casualty figures cannot be clearly attributed either to higher risk or to higher volumes, which also limits the evaluation of specific urban safety measures such as 30 km/h zones or separated cycle lanes.

6 CITIZEN AND STAKEHOLDER INVOLVEMENT

This section asks how citizens and stakeholders are involved in planning, implementing and evaluating urban mobility policies, covering participation, inclusion, the roles of stakeholders and citizens, and participatory methods.

Participation in the SUMP cycle

If the planning reorientation traced in this report runs from vehicles to people, participation is where that shift becomes tangible. The SUMP concept treats a participatory approach as one of its defining elements (Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning, 2023). The European guidelines place the planning of citizen and stakeholder involvement at the very start of the process, in the phase of preparation and analysis (Rupprecht Consult – Forschung & Beratung GmbH, 2026). They represent the planning process as a cycle (Figure 7). The cycle runs through four phases: preparation and analysis, strategy development, measure planning, and implementation and monitoring. The plan also shows that involvement begins well before any measure is chosen. Especially in the second phase, scenarios are assessed jointly and the vision and strategy are developed with stakeholders, and in the third phase measure packages are selected with them. For the Austrian urban nodes, this raises two related questions: who is heard in planning, and whom the resulting mobility system serves. This section turns first to participation and then to inclusion.

Participatory planning in Vienna

Vienna remains the benchmark. Its *Fachkonzept Mobilität*, the thematic mobility concept of the urban development plan STEP 2025, was prepared in 2013 and 2014 in a broad dialogue with municipal departments, district representatives, residents, experts and interest groups. It built on "Wien 2025 – Meine Zukunft," the city-wide participation process for STEP 2025, which used stakeholder forums, citizen dialogues, an online platform, social media and exhibitions. The *Fachkonzept* complemented this with its own district forums, a citizens' council and stakeholder forums (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). The 2024 readiness study rates Vienna's SUMP readiness at 91%, the highest of the provincial capitals. It attributes this in part to the weight the *Fachkonzept* gave to integrated planning, participation, controlling and evaluation (Rosinak & Partner ZT GmbH, 2024).

Participation in other provincial capitals

Elsewhere, practice has been more uneven. The same study found that several of the concepts it assessed had been prepared without citizen participation. These include Linz's mobility concept, drawn up during the COVID-19 pandemic, and the concepts reviewed in Salzburg. The study therefore recommends that citizens and stakeholders be involved in all phases of any new SUMP, from analysis to the development of objectives and measures (Rosinak & Partner ZT GmbH, 2024). Klagenfurt shows how this gap is now being addressed. The city is preparing its SUMP with the Policy Lab, one of the federally supported mobility laboratories, through a stakeholder process complemented by an online survey of residents that drew 1,339 responses (Neumann & Liszt, 2026; Urban Innovation Vienna, 2024).

Surveys as a source of user needs

Beyond formal planning processes, user needs and expectations are captured mainly through recurring surveys. These include the national mobility survey Österreich unterwegs, relaunched in 2026 (BMIMI, 2026c), city mobility surveys (Stadt Graz, 2024; Stadt Wien, 2025), the research accompanying the KlimaTicket (infas, 2024) and the annual VCÖ-Bahntest, which identifies what would persuade more people to switch from car to rail (VCÖ, 2025). Such surveys register preferences rather than involving people in decisions, which is why the participatory methods described below remain indispensable.



Note: The cycle includes twelve steps of Sustainable Urban Mobility Planning in four phases, each concluded by a milestone. Stakeholders are involved in Steps 4, 5 and 7, where scenarios are jointly assessed, the vision and strategy are developed and measure packages are selected. Source: (Rupprecht Consult – Forschung & Beratung GmbH, 2026, Figure 2).

Figure 7: The SUMP cycle

Inclusion and fair access

The second question, whom the mobility system serves, leads to inclusion, and here too Vienna has an established practice. The *Fachkonzept Mobilität* builds on the city's guidelines for gender mainstreaming, in particular gender-sensitive transport planning and public space design. Its measures were subjected to a gender and diversity "fairness check", which examined their effects on people who depend on particular mobility options, including people with reduced mobility and groups facing discrimination (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). Graz has approached inclusion through children. It was one of seven partner cities in the EU-funded METAMORPHOSIS project (2017–2020), which was coordinated from Graz. Within the project, Graz piloted child-friendly measures in selected neighbourhoods, with children involved in analysing, imple-

menting and evaluating them (METAMORPHOSIS Project, n.d.). At European level, Commission Recommendation (EU) 2025/1021 has added the dimension of transport poverty, calling for mobility that is affordable, accessible and fair (Commission Recommendation (EU) 2025/1021 of 22 May 2025 on Transport Poverty: Ensuring Affordable, Accessible and Fair Mobility, 2025). This connects inclusion with questions raised earlier in this report, such as the affordability of public transport through the KlimaTicket.

6.1 STAKEHOLDER INVOLVEMENT

Stakeholder roles in SUMP development

Stakeholders in urban mobility come from diverse fields and bring different kinds of expertise. Their involvement varies across the phases of the planning cycle and takes different forms, ranging from expert consultations and interviews to workshops, dialogue processes and surveys. The European guidelines offer a tool for identifying them, based on the premise that a SUMP succeeds only when the partners involved together command four functional abilities: political support, competence over transport networks and services, technical expertise and public support (Rupprecht Consult – Forschung & Beratung GmbH, 2026). Table 1 adapts this framework. For each ability, it names the key asset it contributes to the planning process and the stakeholders who typically provide it. It also adds cross-cutting policy fields as a fifth category, reflecting the integration of mobility with environmental, social, energy and economic policy.

Table 1: Functional abilities required for SUMP development, their key assets and the stakeholders who typically provide them

Functional ability (key assets)	Stakeholders (examples)
Capacity to gain political support (direction and resources)	Elected representatives at municipal, district and regional level, including those of neighbouring municipalities, NGOs
Competence over transport networks and services (feasibility of measures)	City councils, owners and operators of transport infrastructure and services for passengers and freight
Technical excellence in SUMP development (quality of planning)	Municipal departments for urban and transport planning and related policy fields, research institutions, and experts in data collection and analysis (surveys, interviews, modelling), mobility measures and impact assessment
Capacity to gain public support and understand public needs (legitimacy and urgency)	Municipal services in regular contact with residents and the media, NGOs, and experts in participatory methods and inclusion
Cross-cutting policy fields: environment, social policy, energy, tourism, etc. (policy coherence)	Local and national policy makers, public agencies, energy utilities, tourism boards, health and social service providers, social partners and business associations, and NGOs active in these fields

Source: Own compilation based on (Rupprecht Consult – Forschung & Beratung GmbH, 2026, Figure 10).

6.2 ROLE OF CITIZENS

Citizens as participants in planning

Citizens differ from organised stakeholders in that they take part as everyday users of the mobility system rather than as representatives of an institution or interest. The European guidelines treat this as one of the defining differences from traditional transport planning, which they characterise as planning by experts, whereas Sustainable Urban Mobility Planning involves stakeholders and citizens through transparent and participatory approaches (Rupprecht Consult – Forschung & Beratung GmbH, 2026). The 2023 SUMP concept anchors this in its participatory principle, asking that residents be involved from the outset and throughout the process, so as to secure a high level of acceptance and support (Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning, 2023). In practice, this involvement follows the planning cycle itself. Citizens help shape the vision of the city they want to live in and discuss measure packages before the final selection is validated. They then remain in dialogue with planners as measures are implemented and their results evaluated (Rupprecht Consult – Forschung & Beratung GmbH, 2026).

Citizen involvement in Austrian practice and its limits

Austrian practice gives this concrete form. The *Masterplan Gehen 2030* calls for participatory planning that involves residents, children, young people, older people and people with physical or cognitive impairments, since their involvement raises the quality of planning results (BMK, 2022b). For the *Fachkonzept Mobilität*, Vienna invited 800 residents by letter to a citizens' council. Ten participants of different ages and from different parts of the city formulated six key messages on how street space could be shared so that all road users feel comfortable, and then discussed these with the planning team (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). At district level, residents, visitors, employees and local businesses shaped the redesign of the Landstraßer Hauptstraße through local events, an online survey and workshops. The *Masterplan Gehen Landstraße* explicitly endorses the outcome of this process (MA 18, 2025).

Practice nevertheless remains uneven, and the 2026 assessment found that past participation processes were sometimes incompletely documented (BMIMI, 2026a). Citizen involvement also delivers its benefits only if it reaches groups that rarely take part in formal planning, which ties the role of citizens to the question of inclusion raised above.

6.3 PARTICIPATORY METHODS

Participatory methods and depth of involvement

Although mobility planning in general, and SUMP in particular, require top-down commitment and the provision of resources, the robustness of strategies, and of their implementation and evaluation, depends on broad stakeholder involvement and citizen engagement. The methods available for this differ in the depth of involvement they allow. They range from consultation, in which participants voice views that planners then weigh, to deliberative formats in which participants develop proposals together. The EU SUMP Guidelines refer to consultation workshops, open public stakeholder workshops, expert workshops, interviews, focus groups and future search workshops (Rupprecht Consult – Forschung & Beratung GmbH, 2026).

Consultation and open stakeholder workshops

Consultation and open stakeholder workshops bring different actors together to set targets or validate solutions, and they can be organised in a variety of formats. Vienna, for example, discussed the interim results of its *Fachkonzept Mobilität* in three stakeholder forums in 2014. The forums were devoted to innovation and research, to the economy, and to mobility interest groups and planning experts, and more than 30 external experts and decision makers contributed to them (Urban Development Vienna – Municipal Department 18 (MA 18), 2015).

The future search method

The future search method, developed by Weisbord and Janoff (1995), invites participants from different stakeholder groups to look at a problem or conflict in a new way. Participants who come from various stakeholder groups must abandon their usual rhetoric, step out of their customary positions and search for common basis which all the participants can endorse. Their disagreements are acknowledged but set aside, so that the time is spent on constructive debate and on action proposals that can gain wide support. The method suits locally embedded conflicts in which the problem, the key players and the decision makers are already known.

Focus groups and interviews

Focus groups and interviews work at a smaller scale. A focus group is a qualitative method for exploring people's preferences or evaluating strategies and concepts, and it brings together participants who share characteristics relevant to the topic. Rooted in social research and later widely adopted in market research, focus groups serve as a primary data-collection method and, within mixed-methods designs, alongside quantitative methods to generate and test hypotheses and ideas (Morgan, 1996; Ornetzeder et al., 2025). Interviews fulfil a similar role in such designs, but at the level of the individual, exploring the views, normative positions, experiences, beliefs and motivations of single participants. The Austrian SUMP readiness assessment, for instance, relied on structured interviews with representatives of the nine provincial capitals (BMIMI, 2026a).

The scenario workshop

The scenario workshop is a method of particular relevance to SUMP processes. It is an instrument for participatory planning, based on structured dialogue and collaboration between a group of local citizens, stakeholders, experts and policy makers about possible futures. The method aims to stir dialogue, provide the opportunity for exchanging experience and knowledge about existing barriers and possible solutions, enhance the understanding on the central topic/problem of discussion, and facilitate consensus on proposed solutions among the involved groups (Andersen & Jæger, 1999). In this respect it corresponds closely to Step 4 of the SUMP cycle, in which scenarios are built and jointly assessed (Figure 7).

Technology assessment (TA) is particularly well placed to support and help steer such processes. Methods such as the scenario workshop and the consensus conference emerged from TA (Andersen & Jæger, 1999), and TA institutions continue to develop this repertoire (Ornetzeder et al., 2025). As independent intermediaries between research, policy and the public, they can help cities choose methods suited to each planning phase and ensure that participation informs decisions.

Technology assessment in brief

Technology assessment (TA) is understood as a scientific process that, through interaction and communication, seeks to support public and political opinion-forming on how science and technology affect society (Bütschi et al., 2004). It is carried out in an interdisciplinary way and from multiple perspectives, taking into account all legitimate interests in society, while participatory TA explicitly involves stakeholders and citizens alongside experts (Nentwich, 2023). It asks not only whether a technology works, but also what intended and unintended effects it has on society, the environment and the economy, and under which conditions it is accepted. Parliamentary TA institutions, linked through the European Parliamentary Technology Assessment (EPTA) network, provide this knowledge independently to legislators and the public. For sustainable urban mobility, TA can assess emerging options such as automated vehicles, digital platforms or electrification before they are rolled out, anticipate who gains and who bears the costs, and design formats in which citizens and stakeholders weigh alternatives. It thus helps align a SUMP's long-term vision with societal needs and values.

7 CHALLENGES AND FUTURE POLICY PRIORITIES

This section asks which challenges and policy priorities lie ahead, from the 2027 SUMP deadline, reporting duties and carbon pricing to governance, monitoring, budgets and public acceptance.

7.1 NEAR-TERM PRIORITIES

The dominant driver is the TEN-T obligation for all nine urban nodes to adopt a SUMP covering their whole functional urban area by end-2027. All nine provincial capital cities participated in the process and engaged with the SUMP framework. Following the assessment, seven cities initiated preparations for EU-wide tenders for integrated mobility concepts or adapted ongoing work.

Status of SUMP preparation and reporting

Two cities, Vienna and Graz, have adopted plans considered SUMP-equivalent, while the remaining cities have initiated or planned procurement processes linked to SUMP development (BMIMI, 2026a). These processes are supported by the Climate-Neutral Cities Mission, a national SUMP contact point and the newly published third edition of the EU SUMP Guidelines (Rupprecht Consult – Forschung & Beratung GmbH, 2026). The deadline coincides with a new reporting duty: under an implementing regulation adopted in July 2026, Member States must submit harmonised urban mobility indicators on sustainability, safety and accessibility for each urban node by the end of 2027, with updates every four years (European Commission – Directorate-General for Mobility and Transport, 2026). Given the monitoring gaps identified in Section 5.1, this reporting duty may prove as demanding as the plans themselves.

Carbon pricing and climate legislation

Carbon pricing is a key emerging instrument. Austria's national CO_2 tax, in force since 2022, will continue through 2027 and, following a one-year postponement of the EU scheme, will be replaced by the EU ETS2 from January 2028 (ICAP (International Carbon Action Partnership), 2026). The transition is backed by an EU Social Climate Fund, intended to cushion the social impacts of extending emissions trading to buildings and road transport on vulnerable households, micro-enterprises and transport users (Regulation (EU) 2023/955 of the European Parliament and of the Council of 10 May 2023 Establishing a Social Climate Fund and Amending Regulation (EU) 2021/1060, 2023). This new system extends carbon pricing to CO_2 emissions from fuel combustion in the buildings and road-transport sectors, aiming to create market incentives for investment in building renovation and low-emission mobility (European Commission, 2026). Domestically, the draft Climate Act (*Klimagesetz*), currently in consultation, provides for a climate roadmap (*Klimafahrplan*) with indicative reduction pathways and measures of both the federal government and the provinces (Parlament Österreich, 2026). The first roadmap, covering all sectors outside the EU emissions trading system, is to be adopted by the end of 2027 (BMLUK, 2026).

7.2 CHALLENGES

Governance and coordination challenges

Transport in Austria's climate sector is the largest source of emissions outside the EU Emissions Trading System (ETS) (~45%) (BMK, 2021; Parlamentsdirektion, 2024). Governance is fragmented: there is no dedicated SUMP law, competences are split across federal, provincial and municipal levels, and cities have limited authority over the regional and national transport services that shape urban mobility (BMIMI, 2026a). Coordination across functional urban areas is weak, with 77% of people crossing Vienna's boundary still driving (Stadt Wien, 2025). Two further recognised gaps are systematic monitoring and evaluation and road safety, where Austria is unlikely to meet its Vision Zero target of ≤ 207 deaths by 2030 (Rosinak & Partner ZT GmbH, 2024; VCÖ, 2026). In addition, data sharing beyond city boundaries also remains restricted, as data for functional urban areas are often held at provincial level or by private actors, and some regions and federal provinces were insufficiently involved in early planning stages. This is further complicated by administrative turnover and resulting knowledge gaps, while cooperation with surrounding municipalities remains limited due to the lack of a binding legal framework for joint mobility planning (Rosinak & Partner ZT GmbH, 2024).

Fiscal constraints and public acceptance

Fiscal consolidation adds a further constraint. The 2025–2026 double budget abolished the Klimabonus, which had redistributed CO_2-pricing revenue to households, saving €1.8bn in 2025 (Högelsberger, 2025; Parlamentsdirektion, 2025). In transport, the budget ended the free KlimaTicket for 18-year-olds and raised the KlimaTicket price in two further steps, while increasing the commuter allowance (*Pendlereuro*), partly to offset the loss of the Klimabonus (Högelsberger, 2025). Furthermore, with ETS2 extending emissions trading to buildings and road transport, and carbon prices potentially rising once they are set by the market, the design of social compensation, including use of the Social Climate Fund, is likely to become a central acceptance issue. Acceptance also constrains major infrastructure projects. In November 2024, 53.2% of voters in the city of Salzburg and two surrounding districts rejected the S-Link regional rail extension, and the provincial governor stated that the project would not be implemented in the foreseeable future ("Klare Mehrheit Stimmt Gegen S-Link," 2024).

8 CONCLUSIONS

Summary of findings

This report has examined how Austria's nine provincial capitals and their functional urban areas plan, implement and evaluate sustainable urban mobility, and how they align their plans with the EU SUMP framework as the obligation under Regulation (EU) 2024/1679 approaches. It has done so against a background in which not only climate, health, economic and geopolitical crises but also technical innovations such as electromobility have challenged the planning of urban mobility. In recent years, Austrian cities have responded by pursuing a more resilient urban mobility. They have expanded and improved cycling infrastructure and its integration with public transport, extended public transport networks and made them more affordable through the KlimaTicket, and worked to ensure safe routes for pedestrians. The evidence reviewed here shows first results, most clearly in Vienna, where the car's share of residents' trips has fallen to its lowest level since surveys began in 1993. It also shows persistent gaps in cross-boundary commuting, road safety and systematic monitoring.

Emerging demands on urban space

Alongside these established fields of action, newer demands on urban space are becoming more pressing. The growth of e-commerce has multiplied small delivery trips. The SUMP concept now expects cities to integrate urban logistics, where appropriate through a dedicated Sustainable Urban Logistics Plan (Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning, 2023), which Klagenfurt was already preparing in 2025 (Rosinak & Partner ZT GmbH, 2024). E-scooters have become an established part of urban traffic, but the number of injuries among their users makes their regulation a question of road safety as much as of public space. Access to parks and green spaces, is increasingly treated as part of urban mobility itself. Slower, greener streets, from pedestrian and encounter zones such as Graz's Lendplatz to Vienna's Coole Straßen, extend this access into the street itself, a role that gains weight as cities adapt to rising summer temperatures (Mobilitätsagentur Wien, 2023).

The SUMP as an integrating framework

The Sustainable Urban Mobility Plan offers the framework in which these strands can be brought together. Its development requires an integrated approach that addresses two dimensions: the integration of urban mobility into the network planning of the transport system ("network approach") and its integration into a cross-sectoral strategy for sustainable urban development ("place-based approach") (Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning, 2023). For the Austrian urban nodes, this means aligning their SUMPs with spatial, climate, greening and logistics plans. It also means linking them with instruments such as Strategic Environmental Assessment (SEA). Because the SEA and SUMP processes share common elements, linking the two is recommended, so that decisions rest on a consistent and holistic framework (Rupprecht Consult – Forschung & Beratung GmbH, 2026). Given the fragmented competences described in this report, it further requires clear responsibilities between authorities and the joint use of mobility infrastructure and data across the functional urban area. Through the new indicator reporting, that data sharing also extends to EU level. Finally, it requires effective public information and consultation.

Public information deserves particular emphasis, because sustainable mobility options are only effective if people know about them and can use them. Information on cycling routes, pedestrian-friendly zones, speed limits, e-scooter zones, public transport routes and construction sites should therefore be provided in barrier-free form and tailored to different groups of citizens.

The role of technology assessment

Beyond examining the technological promises that accompany mobility policy, technology assessment can also contribute methodologically, in particular by designing and moderating the involvement of citizens and stakeholders. Citizens' panels, stakeholder workshops, interviews and focus groups bring public knowledge and values into planning decisions and into the design of communication and education formats. Vienna's experience illustrates what such formats can yield. The citizens' council convened for the *Fachkonzept Mobilität* called for a city of short distances and placed particular weight on high-quality open spaces (Urban Development Vienna – Municipal Department 18 (MA 18), 2015). As the nine urban nodes prepare their plans for 2027, participation of this kind can help turn a legal obligation into a plan that citizens recognise as their own.

9 AUSTRIA. A CONTRIBUTION TO EPTA: SHORT REPORT*

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LEGISLATIVE, POLICY AND STRATEGIC FRAMEWORKS GOVERNING SUSTAINABLE URBAN MOBILITY

In Austria, sustainable urban mobility is governed by a layered framework that combines binding EU law, national strategy, and city-level plans, in which competences for transport planning and funding are split among the federal government, the nine federal provinces (*Länder*), and the municipalities. The key instrument is the revised trans-European transport network (TEN-T) regulation (EU) 2024/1679[1] (in force since July 2024), prioritising trans-border connectivity by contributing to the multimodal integration of EU transport infrastructure. Because all nine Austrian provincial capitals are TEN-T urban nodes, each is required to adopt a Sustainable Urban Mobility Plan (SUMP) for its entire functional urban area by the end of 2027 and to report on sustainable urban mobility indicators. Methodological requirements derive from the *Poly-SUMP Methodology* guide,[2] the EU SUMP Guidelines[3] and Commission Recommendation (EU) 2023/550.[4]

The strategic anchor is the *Mobilitätsmasterplan 2030* (MMP)[5] – the climate-action framework for the transport sector, oriented towards Austria becoming climate-neutral by 2040 based on the "avoid–shift–improve " logic, which sequences measures as a hierarchy: first avoiding traffic, then shifting it to eco-mobility and only then improving the efficiency of what remains. It is complemented by national sectoral strategies such as the series of master plans: *Masterplan Gehen 2030* (Walking), *Radfahren 2030* (Cycling), the National Energy and Climate Plan, and funding instruments such as klimaaktiv mobil and various subsidies for the promotion of electric mobility are coordinated through the Federal Ministry of Innovation, Mobility and Infrastructure (BMIMI) platform eMOVE.[6] Lacking a formal National SUMP Support Programme (NSSP), the Climate-Neutral Cities Mission, which now

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* This is the short version of the ITA report as a contribution to the 2026 EPTA report. More details and additional references can be found in: Nestepny/Sotoudeh (2026), Sustainable urban mobility. Policies, implementation and societal impact. The case of Austria, ITA Report ITA-2026-04, Vienna, September, *epub.oeaw.ac.at/ita/ita-projektberichte/ITA-2026-04.pdf*.

1 TEN-T Regulation. *data.europa.eu/eli/reg/2024/1679/oj*.

2 Poly-SUMP Methodology. *urban-mobility-observatory.transport.ec.europa.eu/document/download/129e3ce9-5f7e-45a7-9f91-1698377afa46_en?filename=polysump-sump-methodology.pdf*.

3 SUMP Guidelines 3.0. *rupprecht-consult.eu/post/sump-dritte-ausgabe*.

4 SUMP-Readiness 2024. *bmimi.gv.at/dam/jcr:620a2a1f-3126-4f63-8b9f-000e9ea1d731/SUMP-Readiness_2024.pdf*.

5 BMK 2021. Austria's 2030 Mobility Master Plan. The New Climate Action Framework for the Transport Sector: Sustainable – Resilient – Digital. Vienna: BMK.

6 eMove Austria. *emove-austria.gv.at*.

includes all nine urban nodes, functions as Austria's de facto national support structure and a national SUMP contact point was established in 2025. The 2026 *SUMP-Readiness* study benchmarked the capitals against the SUMP criteria, finding readiness levels ranging from roughly 51 % to 91 %, with Vienna and Graz leading the ranking.[7] Vienna's *Fachkonzept Mobilität* as part of the STEP 2025 urban development plan and Graz's mobility plan 2040 are already recognised as SUMP-equivalent; Linz's *Mobilitätskonzept* and various city-level sectoral plans (cycling strategies and walking master plans) feed into SUMP readiness. At the federal level, transport and mobility policy, including the MMP 2030, TEN-T compliance, and the national SUMP contact point, falls under the BMIMI ministry. It is supported by federal agencies, including Klima- und Energiefonds (KLI.EN) and the Umweltbundesamt, for monitoring. At regional level, the nine Länder governments hold competences over regional public transport, roads and spatial planning; City administrations and, in Vienna, the districts adopt and implement their own plans. The federal evidence base relies on the national multimodal transport model (Verkehrsmodell Österreich, VMÖ) and its scenario-based demand forecast (Verkehrsprognose Österreich 2040+) to project long-term passenger and freight demand across all transport modes and provide the basis for dimensioning and planning the strategic road and rail network.[8]

SUSTAINABLE URBAN MOBILITY MEASURES IMPLEMENTED IN RECENT YEARS

In the ITA's earlier contribution to the discussion on sustainable mobility from a socio-economic perspective, Chaloupka[9] et al. identify land use planning and the infrastructural link between urban and peri-urban transport as the central levers for sustainable mobility, and hold that a sustainable urban mobility plan must secure access to public transport infrastructure for all population groups. The measures adopted in recent years follow this logic across four fields: public transport and mobility pricing, active and shared mobility, access regulation and electrification, and intelligent transport systems.

Public transport and mobility pricing. The KlimaTicket Österreich, a nationwide flat-rate annual public-transport pass launched on 26 October 2021 (€1,095/year). It is complemented by the expansion and modernisation of the regional and suburban (S-Bahn) rail network under the *Mobilitätsmasterplan 2030*[5] and the Austrian Federal Railways (ÖBB) *Zielnetz 2040* Strategy, which is scheduled for completion by 2027. Graz opened the 1.2 km Neutorlinie tram relief line in November 2025, with two new tram stops, relieving the overloaded routes and creating capacity for further network extensions; Innsbruck extended tram lines in 2023, connecting the urban tram network with the regional rail system and replacing former bus corridors.

Active and shared mobility. Since 2021, the federal klimaaktiv mobil programme has delivered active-mobility funding with *Bund–Länder* partnerships covering up to 50 % of net costs for cycle-highway lead projects and a 2022 agreement to raise

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7 Austria SUMP Assessment. ***bmimi.gv.at/dam/jcr:ba265e0d-a524-4f3a-80fd-61e3b12d9f93/20260209_Austria-SUMP-Assessment_EN_final.pdf***.

8 Österreich unterwegs 2026. ***bmimi.gv.at/themen/verkehrsplanung/statistik/oesterreich_unterwegs.html***.

9 Chaloupka et al. 2015. ***doi.org/10.1553/ITA-ms-15-02***.

the cycling share from 7 % to 13 %. Vienna's Wiener Linien built the WienMobil platform of mobility hubs that bundle station-based e-carsharing, bike- and scooter-sharing, now spanning over 250 hubs and 100+ shared e-cars across all 23 districts, plus the on-demand WienMobil Hüpfer shuttle in outer districts. The WienMobil Rad bike-sharing service reached all Viennese districts by October 2022 and is half-price for public-transport/KlimaTicket subscribers. Shared e-scooters from six operators in Vienna are steered through municipal geofencing and no-parking zones managed by the Mobilitätsagentur Wien, the City of Vienna's agency for active and shared mobility, while new stricter safety requirements and technical equipment standards for e-scooters have been introduced.[10,11]

Access regulation/Low-emission zones and Electrification. Austria has not introduced IG-L (Air Quality Act) environmental zones that restrict older N-category commercial vehicles via an IG-L sticker, alongside air-quality speed limits (typically 100 km/h) on urban motorway sections.[12] Federal purchase subsidies (E-Mobilitätsoffensive), charging infrastructure funding (LADIN) and dedicated programmes for emission-free buses (EBIN) and heavy commercial vehicles (ENIN) have accelerated fleet electrification, including e-bus deployment in cities such as Linz and Vienna.

Intelligent transport systems. Austria's digital-mobility agenda is steered by the *Aktionsplan Digitale Transformation in der Mobilität* (AP-DTM). The flagship Cooperative ITS Corridor running Rotterdam–Frankfurt–Vienna[13] is now being extended, where AustriaTech coordinates to harmonise Cooperative Intelligent Transport Systems ((C-)ITS) along five TEN-T corridors across Austria, Czechia, Hungary, Croatia, Romania, and Slovenia.[14] The AP-DTM also incorporates the implementation strategy for automated mobility, building on the *Aktionspaket Automatisierte Mobilität* (2019–2022).[15] This strategy is currently being renewed through a revision of the Automatisiertes-Fahren-Verordnung, expected to be completed by the end of 2026.

EVIDENCE REGARDING THE IMPACT OF THESE MEASURES ON MOBILITY PATTERNS, CITIZENS' BEHAVIOUR, AND URBAN QUALITY OF LIFE

Data availability. Austria has strong national statistics on emissions, road safety and rail use, which allow mobility trends to be tracked at the aggregate level. Additionally, since 1995, BMIMI conducts regular national and municipal mobility surveys Österreich unterwegs,[8] applying smartphone-based GPS tracking of a travel day plus a short personal interview of passengers. The results feed the national transport model VMÖ and the Verkehrsprognose 2040+. A 15-year analysis was

10 Sharing Mobility Wien. *mobilitaetsagentur.at/sharing-mobility/*.
11 36. StVO-Novelle. *bmimi.gv.at/service/presse/hanke/2026/0526-stvo.html*.
12 Wien Kurzparkzone (UAR). *urbanaccessregulations.eu/countries-mainmenu-147/austria-mainmenu-78/wien-vienna-kurzparkzone*.
13 C-ITS Strategie Österreich. *bmimi.gv.at/dam/jcr:805487b2-3563-4bd0-8fc6-e392970a42ec/citsstategy.pdf*.
14 X4ITS (AustriaTech). *austriatech.at/en/cross-for-its-x4its/*.
15 BMVIT. 2018. Aktionspaket Automatisierte Mobilität 2019–2022. Vienna: BMVIT.

recently published in Vienna.[16] However, a recognised weakness is the lack of systematic monitoring and of indicators for evaluating individual measures.

Modal shift and travel behaviour. Vienna's annual mobility survey shows the environmentally friendly modes reached 75% of trips in 2024, public transport 34 %, walking 30 %, and cycling 11 %, while the car fell to 25 %, its lowest since the survey began in 1993 (40 %).[17] Cycling rose from 7 % (2019) to 11 % (2024). Roughly 22 % of trips made with it would otherwise have been by car. Acceptance of the KlimaTicket is high: with about 40 % of holders reporting more frequent public-transport use.[18] The main gap is in commuting: 77 % of people crossing Vienna's boundary still do so by car, reflecting weaker cross-border services within the functional urban area.

Environmental performance. Transport CO_2 emissions fell for the third year running in 2024, to about 19.3 Mt (~29 % of national emissions), which is ~20 % below 2005.[19,20] KlimaTicket research estimates roughly 3 million car trips were avoided in 2022, while rail emits about 96 % less CO_2 per passenger-km than a petrol car.[20] However, the Court of Audit also concluded in 2025 that, against annual subsidies of € 396 m, its measurable environmental impact has so far been modest and that demand rises most when public transport is improved, and car use is simultaneously made less attractive.[21]

Safety. 2025 figures show road deaths rebounding to 403, leaving Austria well off its Vision Zero target of fewer than 207 by 2030.[22] The safety of vulnerable road users remains a key concern: in 2025, 65 cyclists (32 of them on e-bikes), 58 pedestrians and six e-scooter riders were killed. Notably, cyclist fatalities nearly doubled compared to the previous year, reflecting both increased exposure and growing active-mobility volumes.[23]

INVOLVEMENT OF CITIZENS AND STAKEHOLDERS IN THE PLANNING, IMPLEMENTATION AND EVALUATION OF SUSTAINABLE URBAN MOBILITY POLICIES

Vienna is the benchmark: its *Fachkonzept Mobilität* (STEP 2025) was developed through the city-wide process "Wien 2025 – Meine Zukunft" [Vienna 2025 – My Future], using stakeholder forums, citizen dialogues, an online platform, social media and exhibitions, and involving district representatives, residents, experts, and interest groups; the plan scored 91 % in the national assessment partly because of

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16 MA 18 Mobilitätsverhalten. *digital.wienbibliothek.at/urn/urn:nbn:at:AT-WBR-1952965.https://www.digital.wienbibliothek.at/urn/urn:nbn:at:AT-WBR-1952965*

17 Modal Split Wien 2024. *presse.wien.gv.at/presse/2025/03/16/modal-split-2024-weitere-zunahme-bei-oeffis-und-radfahren-zu-fuss-gehen-nach-wie-vor-auf-rekordniveau*.

18 Drei Jahre KlimaTicket (klimaaktiv). *klimaaktivmobil.at/fachpersonen/mobilitaet/studien/drei-jahre-klimaticket-eine-bilanz*.

19 Nowcast 2024. *infothek.bmimi.gv.at/nowcast-treibhausgas-emissionen-verkehr-2024/*.

20 Umweltbundesamt. 2025. Fortschrittsbericht 2025 gemäß Klimaschutzgesetz. III-262 der Beilagen. Vienna: Umweltbundesamt (for BMLUK).

21 RH-Bericht KlimaTicket. *rechnungshof.gv.at/rh/home/home/2025_38_OOe_6_Sbg_3_KlimaTicket.pdf*.

22 VCÖ zur Unfallbilanz. *vcoe.at/presse/presseaussendungen/detail/vcoe-zu-unfallbilanz-verstaerkte-unfallvermeidende-massnahmen-noetig*.

23 Straßenverkehrsunfälle. *statistik.at/fileadmin/publications/Strassenverkehrsunfaelle2025.pdf*.

this participatory, integrated design.[4] Additionally, Klagenfurt is now running a dedicated SUMP stakeholder process through a mobility laboratory Policy Lab to build its plan participatively.

More broadly, participation should be applied throughout all phases of any new SUMP, highlighting a gap that still exists in some Austrian cities: User needs and expectations are captured mainly through recurring surveys: the roughly decadal national mobility survey,[8] city mobility surveys, the accompanying Klima-Ticket research and the annual VCÖ-Bahntest, which identifies what would move more people from car to rail.

MAIN CHALLENGES AND FUTURE POLICY PRIORITIES IN RELATION TO SUSTAINABLE URBAN MOBILITY

Near-term priorities. The dominant driver is the TEN-T obligation for all nine urban nodes to adopt a SUMP covering their whole functional urban area by end-2027. Several capitals (e.g., Salzburg) have plans in tender, supported by the newly published third edition of the EU SUMP Guidelines.3 Carbon pricing is a key emerging instrument: Austria's national CO_2 tax (in force since 2022) will continue through 2027 and be replaced by the new version of the EU Emissions Trading System (ETS2) from January 2028, backed up by a Social Climate Fund. ETS2 extends carbon pricing to fuel combustion in road transport and buildings, creating market incentives for low-emission mobility.

Challenges. Transport in Austria's climate sector is the largest source of emissions outside the EU ETS (~45 %).[24] Governance is fragmented: there is no dedicated SUMP law and coordination across functional urban areas remains weak, with 77 % of people crossing Vienna's boundary still driving. Two further recognised gaps are systematic monitoring/evaluation and road safety, where Austria is unlikely to meet its Vision Zero target of ≤ 207 deaths by 2030.[25] In addition, data sharing beyond city boundaries remains restricted, particularly across functional urban areas, where data are often held at the provincial level or by private actors and are not readily accessible for integrated planning. Stakeholder coordination remains challenging, with some regions and federal provinces insufficiently involved in early planning stages. This is further complicated by administrative turnover and resulting knowledge gaps, while cooperation with surrounding municipalities remains limited due to the lack of a binding legal framework for joint mobility planning.4

[24] NEKP 2024. *bmluk.gv.at/dam/jcr:6c55ea04-e4b8-499f-ac3b-9d8786147cee/NEKP_final_20241203.pdf*.

[25] Verkehrssicherheitsstrategie 2021–2030. *bmimi.gv.at/dam/jcr:e3798e81-353e-4b44-bccd-ddab0345fe54/BMK_VSS_2021-2030_DE_UA.pdf*.

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ABBREVIATIONS

AP-DTM ..... Aktionsplan Digitale Transformation in der Mobilität
ASFINAG ..... Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft
BMIMI ..... Bundesministerium für Innovation, Mobilität und Infrastruktur (Austria)
BMK ..... Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie (former ministry, Austria)
BMLUK ..... Bundesministerium für Land- und Forstwirtschaft, Klima- und Umweltschutz, Regionen und Wasserwirtschaft (Austria)
BMWET ..... Bundesministerium für Wirtschaft, Energie und Tourismus (Austria)
C-ITS ..... Cooperative Intelligent Transport Systems
EBIN ..... Emissionsfreie Busse und Infrastruktur
EC ..... European Commission
ENIN ..... Emissionsfreie Nutzfahrzeuge und Infrastruktur
EPTA ..... European Parliamentary Technology Assessment (network)
ETS ..... EU Emissions Trading System
ETS2 ..... EU Emissions Trading System for buildings and road transport
EU ..... European Union
FUA ..... Functional Urban Area
GIP ..... Graphenintegrations-Plattform (Graph Integration Platform)
GPS ..... Global Positioning System
HVO ..... Hydrotreated Vegetable Oil
IG-L ..... Immissionsschutzgesetz-Luft (Air Quality Protection Act, Austria)
ITA ..... Institute of Technology Assessment
ITS ..... Intelligent Transport Systems
KLI.EN ..... Klima- und Energiefonds
MA ..... Magistratsabteilung (administrative division in the Viennese municipality)
MMP ..... Mobilitätsmasterplan 2030 (Austria)
NSSP ..... National SUMP Support Programme
ÖAW ..... Österreichische Akademie der Wissenschaften (Austrian Academy of Sciences)
ÖBB ..... Österreichische Bundesbahnen (Austrian Federal Railways)
ÖVDAT ..... Österreichisches Institut für Verkehrsdateninfrastruktur
SAE ..... Society of Automotive Engineers
SEA ..... Strategic Environmental Assessment
STEP ..... Stadtentwicklungsplan (Urban Development Plan, Vienna)
SUMP ..... Sustainable Urban Mobility Plan
TA ..... Technology Assessment
TEN-T ..... trans-European transport network
VAO ..... Verkehrsauskunft Österreich
VCÖ ..... VCÖ – Mobilität mit Zukunft (formerly Verkehrsclub Österreich)
VMÖ ..... Verkehrsmodell Österreich

ÖAW

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