



AUSTRIAN TECHNOLOGY FOR SMART CITY TRAFFIC SOLUTIONS



Dietrich Leihs | Thematic Programmes
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INDICATORS OF LIVEABLE CITIES

Economy

- Innovation: to be attractive as a company location
- Innovative financing models and business promotion
- Strong trade
- Liberal opening hours
- Low unemployment rate

Culture

- Festivals and events
- Restaurant business
- Art, culture and media

Society

- Well established educational system
- Child care facilities
- Low criminality
- Tolerance

Built environment

- District development
- Urban development and retrieval of public space based on democratic and participative principles
- Architectonic diversity

People

- Public Transport
- Doctors and medical facilities
- Internationaler air traffic
- Environmental consciousness
- Park areas and local recreation
- Dwellings

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HOW TO MEASURE SUSTAINABILITY IN URBAN MOBILITY

The World Business Council on Sustainable Development (Geneva, Switzerland) offers consultancy on establishing and tracking sustainable mobility goals (please contact <https://www.wbcsd.org>)
The WBCSD published 19+ indicators that may be used to establish a sustainability monitoring for urban mobility that can be subdivided into **four Domains**:

Public space

Clean Air and Carbon Emissions

Accessibility of the Mobility System

Accessibility of City Quarters

Some of the 19+ parameters are tackled here



PUBLIC SPACE



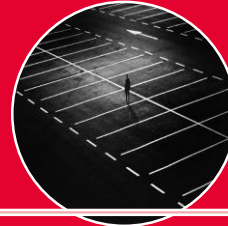
Access to mobility services

- Share of population with appropriate access to mobility services



Quality of public area

- Presence in the city of attractive areas such as pedestrian street or squares which facilitate social activities and encourage citizens' interaction



Mobility space usage

- Proportion of land use, taken by all city transport modes, including direct and indirect uses



Opportunity for active mobility

- Options and infrastructure for active mobility, which refers to the use of the soft modes, namely walking and cycling

PUBLIC SPACE



ACCESSIBILITY OF THE MOBILITY SYSTEM



Affordability of public transport for the poorest group

- Share of the public transport cost for fulfilling basic activities of the household budget for the poorest quartile of the population



Accessibility for mobility-impaired groups

- The accessibility for deficiency groups to transport and transport services



Access to mobility services

- Share of population with appropriate access to mobility services.



Security

- Risk of crime in urban transport

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ACCESSIBILITY OF THE MOBILITY SYSTEM



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CLEAN AIR AND CARBON EMISSIONS



Air polluting emissions

- Air polluting emissions of all passenger and freight city transport modes



Noise hindrance

- Hindrance of population by noise generated through city transport.



Emissions of greenhouse gases (GHG)

- Well-to-wheels GHG emissions by all city passenger and freight transport modes

CLEAN AIR AND CARBON EMISSIONS



Air polluting emissions

- Air polluting emissions of all passenger and freight city transport modes

Remarks:
see next slide



Noise

population by noise
through city transport.



Emissions of greenhouse gases (GHG)

- Well-to-wheels GHG emissions by all city passenger and freight transport modes

ACCESSIBILITY OF CITY QUARTERS



Commuting travel time

- Duration of commute to and from work or an educational establishment



Car friendliness of the city center

- number of parking spaces available per km², parking tariff policy, existence of pedestrian zones or access restrictions
- (Additional Parameter)



Occupancy rate

- compromise between energy efficiency, transport costs and comfort
- (Additional Parameter)

ACCESSIBILITY OF CITY QUARTERS



Commuting

- Duration of commu-
or an education

In contrary to the Public Space issue, this topic consists of classical **legistic** and **technological** approaches:
modernize the fleet, in particular electrification of service vehicles such as buses and logistics
Curb traffic, e.g. by park pricing, **congestion charges**, access regulations, etc.



Friendliness of

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Stakeholders:

City
Administrations,
Urban Planners



Occupancy rate

compromise between energy efficiency,
transport costs and comfort
(Additional Parameter)

THANK YOU FOR YOUR ATTENTION!

Dr. Dietrich Leihs
Thematic Programmes

Austrian Research Promotion Agency
Sensengasse 1, 1090 Vienna, Austria

Dietrich.leihs@ffg.at
www.ffg.at