

POLIS25
ANNUAL CONFERENCE

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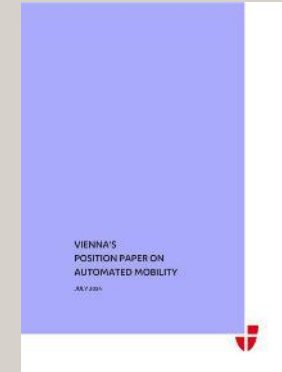


Vienna's Position on Automated Mobility

Our positions, principles & priorities

**City of
Vienna**

- Download Vienna's Position on Automated Mobility, german:
<https://www.digital.wienbibliothek.at/urn/urn:nbn:at:AT-WBR-1386777>
- Download Vienna's Position on Automated Mobility, english:
<https://www.digital.wienbibliothek.at/urn/urn:nbn:at:AT-WBR-1550098>



Contents

- Space and Efficiency
- Safety
- Infrastructures
- Traffic Management
- Commercial Transport
- Adoption of the Legal Framework
- Coordination and Knowledge Exchange

General Approach

The city with a human face

Automated Vehicles adapt to the needs of the city and its inhabitants, not the other way round.



Space & Efficiency

Key Message

Space is scarce in cities.

It must be used as efficiently as possible.



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Space & Efficiency

Our positions in detail

- AV services **complement**, not compete **public transport**
- AV services (DRT) focus on **peripheral areas** and **tangential connections** between major routes of public transportation
- Incentives for **high degrees of occupation / ride sharing**
- Less need for permanent **parking**
- New potentials for **attractive public space** and **liveable streets**



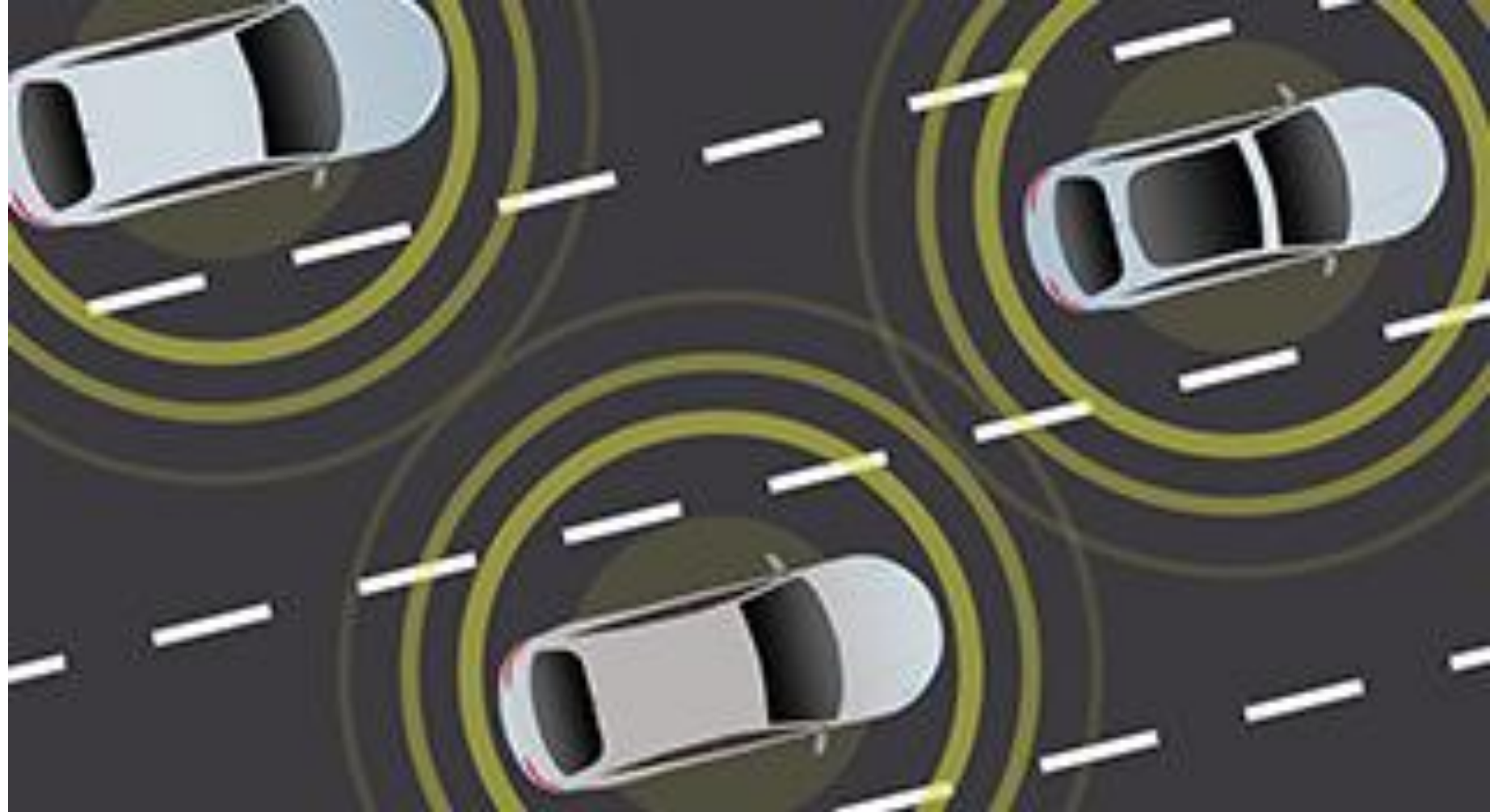
Safety

Key Message

AVs must deal with conventional traffic participants.

AVs must be significantly safer than human drivers

Priority to intrinsic safety



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Safety

Our positions in detail

- AV must not rely on public infrastructure to drive safely. This is their own responsibility.
- Autonomous vehicles must adapt to public spaces, not the other way around.
- Ability to manage partial system failures or inclement weather conditions.
- Safety in mixed traffic, especially pedestrians and cyclists
- A clear No to additional requirements for vulnerable road users (e.g. electronic safety devices)



Infrastructures

Key Message

AV adapt to public spaces, not the other way round.

AV deal with the existing traffic guidance facilities.



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Infrastructures

Our positions in detail

- No additional, costly infrastructure in public space in order to compensate possible weaknesses of AV
- Potential issues have to be solved through technological developments regarding AV themselves
- International standardization not at the expense of those who maintain public roads.
- Public C-ITS equipment, mainly at traffic light locations
 - to provide an additional safety layer. However, public C-ITS equipment must never justify a lack of inherent safety of the AV itself.
 - to optimize traffic flow.
- Long-term parking directly at the travel destination in premium locations will become less important because AV will not have to park at the destination.
- No additional barriers in urban spaces due to AV.



Traffic Management

Key Message

Traffic Management is increasingly driven by algorithms and data.

Targeted are more and more Navigation-Systems rather than human drivers.



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Traffic Management

Our positions in detail

- Traffic management is and remains a public task
 - routing is based on the optimum for the whole system
 - Urban traffic circulation plans must be displayed by private navigation services
- AV services complement, not compete public transport
- Data-based steering requires data, which has to be freely accessible to public authorities
- B2G services for accessing aggregated in-vehicle-generated-data
- Dynamic and comprehensive incentive systems to manage the traffic flow



Commercial Transport

Delivery robots must not congest sidewalks.

Platooning is not an urban-friendly form of transportation.



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Commercial Transport

Our positions in detail

- Within urban areas, platooning only in public transport bus lines and DRT public transport services, coupling 1+1 vehicles with a maximum individual vehicle length of 13 meters.
- Sidewalks are used for non-motorized mobility.
- Automated deliveries:
 - may only use roadways and parking lanes
 - Sidewalks or footpaths may only be used for the shortest possible, very last segment between the nearest street and destination.
 - interface with the end customer: how does he receive his parcel? Delivery robots are not allowed to park or wait in public spaces.
- white label parcel box systems foster space efficiency and traffic reduction.



Take Away Messages

What Makes AV a Success for Cities?



Take Away Messages

What Makes AVs a Success for Cities?

AVs are neither good nor evil, it depends on the framework

- Carbon-free propulsion
- High occupancy = Ride Sharing
- Complement, not compete Public Transport
- km travelled do not increase

Public Tasks

- Regulatory Framework
- Traffic Management
- Liveable Streets



Thank you for your attention!

Helmut Augustin

Head of the Coordination Unit for Digitization

Urban Development and Planning
Section Mobility Strategies

Austria, 1082 Wien, Rathausstraße 14-16
+43 1 4000-88714

helmut.augustin@wien.gv.at