



Volt

Austria

**Vienna Election
2020**

Manifesto

Overview

I. Vienna's Manifesto

Introduction

Europe and Democracy

1. The rights of EU citizens
2. Civic participation
3. Visible Europe in Vienna

Sustainability and quality of life

1. Mobility
2. Greening the City
3. Building

Living together and equal opportunities

1. Education
2. Living
3. Integration
4. Drug policy
5. Anti-discrimination

Economy, innovation and culture

1. Digitalisation
2. Small and medium-sized businesses.
3. The cultural & creative sector

II. District election programme

1. Introduction

Volt is a pan-European movement and party founded in March 2017 in response to Britain's Brexit vote. The Volt Austria section was founded in October 2018. Volt was created to unite Europe further and to tackle the massive problems that we as Europeans face together. It is not only the terrible experiences of history that teach us that nation-state thinking is a dead-end in Europe. The current problems - whether the euro crisis, refugee crisis, climate crisis or geopolitical upheavals on the periphery of our continent - show that only a communal, federal Europe can meet the challenges.

In contrast to other parties that only join together as clubs in the European Parliament but do not have a European party structure, we discuss and negotiate the political problems at the European level. The tedious negotiations, in which each member state represents only its own interests, become obsolete. We speak together as Europeans.

As one of the most important cities in Europe, Vienna is inextricably linked to the political development of our EU. After the fall of the Iron Curtain, Vienna became a thriving metropolis in the heart of Europe. The advantages of the internal market, the common currency, cultural diversity and the European labour market are obvious for Vienna. Meanwhile, more than 240,000 (!!) EU citizens live in Vienna. The city benefits from the robust exchange of international companies, from many international students and European funding.

At the same time, Vienna is a role model for many cities on the continent. Vienna sets standards in terms of quality of life, public transport and living.

Despite the immense importance of European integration, the involvement of EU citizens can still be expanded, particularly in political matters. Our programme for Vienna sets strong accents in the areas of Europe and democracy, sustainability and quality of life, living together and equal opportunities as well as the economy, innovation and culture. We believe that with an inclusive European and science-based policy, a good life is possible for everyone.

2. Europe and Democracy

Vienna and Europe are closely linked. The proportion of EU citizens in Vienna is 13%, and the Viennese economy is firmly connected with other European cities. Vienna is the fifth largest city in Europe and a role model in the areas of housing and public transport. At the same time, Vienna is naturally heavily dependent on decisions made in Brussels. Volt advocates greater transparency and a much stronger role for the European Parliament throughout Europe. But democracy and citizen participation are also essential to us at the local level. We notably advocate greater public involvement in local projects and want to strengthen the democratic rights of EU citizens in Vienna. We, therefore, call for:

A. The rights of EU citizens

EU citizens in Vienna can only vote at the district level, but not at the municipal level. This is problematic for many reasons. Since many citizens of the EU are usually not allowed to vote at a state level in their countries of origin, an essential level of democratic participation is missing. In addition, citizens who work and live in Vienna are strongly affected by local politics.

- We, therefore, call for the introduction of the **right to vote** for EU citizens at the state level if their primary residence is Vienna. Volt makes this point emphatically in the public discourse.
- In addition, EU citizens should be better informed about their **voting choices**. In the European elections especially, the information is inadequate because there is none about deadlines and options.
- Volt wants to set up a **European discussion platform** to expand the discourse beyond national borders. Many challenges in Vienna are also seen in other cities in Europe. Some of these have found creative and functioning solutions, but other cities can also learn from Vienna in some respects. Such a platform would help to find answers faster and promote a European sense of community.
- We are calling for the **abolition of administrative procedures at MA 35** for EU citizens. The certificate of permanent residence can easily be submitted to the magistrate when registering. This additional visit to the authorities is superfluous. We want bureaucracy to be organised efficiently and according to the needs of the citizens and not to be complicated by unnecessary administrative procedures. This means that public funds can also be used for more meaningful purposes.
- Since many EU citizens come to Vienna to work or study and are not necessarily familiar with the German language, we argue that all **written communication also be provided in English**. For an international city like Vienna, this should be standard.
- We call for the modernisation of the **Austrian Citizenship Act** to facilitate naturalisation. In particular, EU citizens who have had their main residence in

Austria for years should be allowed to acquire dual or multiple citizenship. Other countries such as Germany, for example, have already adapted their laws to reflect increasing European integration. This, in turn, will simultaneously lead to a reduction in the democratic deficit, especially in Vienna, where it has been increasing for several years due to immigration from other member states.

B. Citizen participation

We are committed to giving citizens more say in local projects. It should be decided together with the people how the city should look, and not over their heads.

- We, therefore, call for **local community meetings** to be facilitated and institutionalised. The assembly should take place in each district at least twice a year. The fellow citizens should be selected by a random system so that people who are not already organised in a party are also motivated for political engagement. This is to ensure a representative insight into the interests of the citizens. Of course, this is on a voluntary basis and can also be rejected. These meetings can debate projects for traffic calming, large construction projects or landscape planning.
- Volt is also committed to creating **civic centres** in all districts and providing the city with reliable basic funding. These centres should offer space for cultural activities to support artists. Similar to the workshop and culture house (WUK), offers are to be made available for all areas of society. In addition, the centres should make rooms available for voluntary initiatives. This should not take much administrative effort. Associations, but also simple meetups, should be able to reserve a room free of charge, provided that they have a social benefit. Citizens' centres should also promote European integration. This can be through country evenings in which EU citizens present the culture, history and politics of their home country. This can promote a better understanding of European cultures.
- In addition, **language cafés** are to be integrated into the civic centres to improve cultural exchange.
- We call for the establishment of a **"citizens' budget"**. In each district, citizens should be able to decide on a specific budget to implement projects of their choice. The citizens' assembly will decide on the use of the budget.

C. Visible Europe in Vienna

Our EU is still seen by many as an abstract, bureaucratic entity. However, it is already supporting and working actively in our everyday life. Therefore, we want to make Europe more visible in Vienna.

- We call for a signposted European-city hiking trail that leads to all important places that are related to the EU.

- EU flags should be attached to all EU-funded institutions and places.
- Volt calls for a permanent exhibition “Europe in Vienna” (analogous to “Red Vienna”).

3. Sustainability and quality of life

Climate change is one of the fundamental challenges of our time. Without prompt, drastic action, there is a risk of a transformation of our natural living conditions that has never existed in human history. Even worse: This transition can come faster than we expect after tipping points in the climate are exceeded, and it becomes irreversible. There is also a risk of dramatic changes in the area of biodiversity. All of this is already clearly felt in Vienna. The enormous heat in the summer months and extreme weather are already heralding changes in climatic conditions. To stop this development, there must be changes at all levels. The city offers numerous opportunities for a more sustainable life. A change in the areas of mobility, urban greening and building law not only serves to protect the environment, it also opens up diverse opportunities for citizens and the economy, and a much-improved quality of life can be achieved. One of our primary goals is to make Vienna CO2 neutral in the foreseeable future, but by 2040 at the latest.

A. Mobility

How a city organises mobility contributes significantly to the quality of life of its residents. Especially in a rapidly growing city like Vienna, there is a risk of a traffic collapse if you do nothing. We must now set the course for what traffic in Vienna should look like in the coming decades. The challenges here are to use the space in the city efficiently, to reduce noise pollution, to reduce pollutant emissions and to ensure road safety. In addition, every city has to contribute to the fight against climate change. In a large, densely populated city like Vienna, this is relatively easy. A substantial reduction in motorised private transport can significantly reduce energy consumption and CO2 emissions without imposing restrictions on the mobility of citizens. More efficient means of transportation such as subway, tram, bus and bicycle have to take up more and more space to meet the needs of the Viennese. Our demands in detail:

Motorised private transport:

We want to reduce motorised private transport in Vienna by 30% over the next five years. This is the only way to achieve the above goals. To achieve this, both negative and positive incentives are necessary: We want to make driving less attractive and, at the same time, make alternative forms of transportation more attractive.

- Volt therefore suggests explicitly introducing a **city toll** throughout the urban area of Vienna. Studies and experiences from e.g. Stockholm and London show that a city toll is the most effective way to reduce traffic. At the same

time, the proceeds can fund projects to expand public transport in Vienna to a much greater extent. We suggest charging € 10 per day, € 50 per week and € 366 per year. The payment of the city toll is checked by using a vignette. To avoid frustration and hardship, we need a range of exceptions: All delivery traffic as well as craft businesses and other tradesmen who need a car to carry out their profession, are exempted from the toll. Disabled people should also be exempt from the city toll. In addition, those citizens who do not have good public transport to their place of residence or work can be exempted. Specifically, anyone not living or working near a stop with at least Category A according to the public-transport quality class model of the MA 18 should be relieved. The introduction is to take place two years after the announcement - step by step - first within the belt, then for the whole of Vienna. The toll can generate revenues of around 200 million euros, which should flow directly into expanding public transport.

- **Park-and-ride** capacities on the outskirts of the city should be massively expanded to give commuters from the outskirts an additional incentive to switch to public transport. In addition, park-and-ride can be offered at very favourable conditions with more charging spaces for electric vehicles.
- Some activities will still be difficult to complete without a car. Volt, therefore, favours a significant expansion of **car-sharing**. The corresponding vehicles are to be exempt from the city toll. In addition, the entire fleet of all providers should gradually be converted to electric cars. The City of Vienna is to provide a harmonised platform where you can book all providers (one app for everyone). In addition, this platform should also support providers who make cheap weekend trips possible. In the future, we will work to harmonise this platform across Europe so that you can comfortably rent cars in any city. The transformation of private transport to a sharing economy can save space and resources.
- The turnaround in traffic should start with **massive advertising against owning a car in Vienna**. For this, e.g. also large posters are hung on dusty routes, on which the better alternatives bike and public transport are advertised.

Public transport:

Volt calls for a significant expansion of public transport in Vienna. Especially in the outskirts, there is often a lack of connections to reach to your destination comfortably by public transport. The frequency in the inner districts should also be increased to accommodate additional passengers who are added due to the city toll and population growth.

For the expansion we specifically require:

- Extension of the U6 to Stammersdorf. Especially in the densely populated District of Floridsdorf, there is not enough accessible public transport. We want these areas to get much better connections.
- Expansion of the S-Bahn, especially cross-connections between the 21st and 22nd districts. There is much commuter movement between these two districts, but no quick links. We are committed to changing that.
- More cross-connections by trams and express bus connections between U6, U2 and U1 in the southern districts. For this, we need new bus lanes.
- More frequent service by existing S-Bahn and buses.
- Relief of the U6 by increasing the frequency of the suburban line (S45).

Bicycle:

According to the Copenhagen index, Vienna has become more bike-friendly in recent years, but getting around quickly and safely by bike in Vienna is still a challenge. Cycle paths often end in nothing, require longer detours and are much too narrow to ensure safe progress.

- To make cycling in Vienna more attractive, we call for the introduction of **bicycle streets** throughout Vienna. These are entirely closed for car traffic. Side streets can be used. At intersections without traffic lights, priority should always be given to bicycle roads. All parking spaces for cars on these streets will be abolished.
- We also want to improve the quality of the existing **cycle network**. The network has to be built so that every family can cycle around Vienna without worrying about safety. The cycle paths should be wide, well-marked and, if possible, structurally separate from motor traffic. The bike network must be continuous, i.e. Cycle paths must not just peter out somewhere, but must all be connected. Following the example of Belgium, all one-way streets should be open to bicycle traffic both ways. This would increase the sensitivity at the intersections and thus improve the safety of cyclists.
- To further increase the quality of Vienna as a bicycle city, we also want better protection against bicycle theft, e.g. through **bicycle boxes**.
- The **city bike** network also needs to be expanded in the outer suburbs.

Pedestrians:

A city should encourage residents to cover short to medium distances on foot. This relieves public traffic and creates attractive spaces, e.g. for retail.

- We call for the **expansion of pedestrian zones** and meeting areas in all districts.

- We also require a completely car-free **1st District**, except for access roads to existing parking garages. All other streets are to be converted into pedestrian zones. Four E-Bus lines should improve the accessibility in the first district.

B. Greening the city

We are committed to our vision of a green city in which all residents find enough space, air and tranquillity to develop fully. Our goal is to improve the quality of life of all Viennese people by cooling the hot city centre and by creating and expanding green spaces. The urban heat island effect is particularly troublesome for Vienna, as the increase in the temperature difference between the city and the surrounding area continues to increase due to the growing area of the city, inner-city density, the loss of unsealed areas and climate change. Compared to the reference period 1971-2000, an increase (maximum temperature > 25 ° C) of 0-25 additional days per year for the period 2021-2050 and of 20-50 more days per year for the period 2071-2100 is expected. The greening of Vienna is essential to counteract this effect while maintaining or improving our quality of life despite the temperature rise. There is a particular need for action in the inner districts, where the proportion of green spaces compared to the total area is often in single digits (e.g. 5th District: 4%, 6th District: 2%, 7th District: 2%, 8th District: 2%, 9th District: 7%).

- Volt calls for the establishment of **green streets** to create new green spaces in densely populated areas. For this purpose, side streets with little traffic should be converted into parks with pedestrian paths. Due to the width of these pedestrian paths, the access to the neighbouring houses should be for specific purposes, e.g. delivery traffic, garbage disposal or fire service can be ensured. With these exceptions, the green roads should be closed to all motorised traffic and primarily designed for pedestrians. Bicycle traffic is permitted, but green roads are to be strictly separated from bicycle roads (see "Mobility"). Wherever possible, pedestrian paths are not watertight (use e.g. gravel) and waterways are included in the design of the green streets. This initiative makes a significant contribution to a fairer division of public space and the expansion of green spaces. Studies show that an increase in Vienna's parking space by 30% would lead to a significant reduction in the average number of summer days per year. "Cool streets" are already being implemented but are not nearly sufficient to achieve the goals of redistributing public space and cooling the city centre. By contrast, the much more ambitious approach of green streets effectively addresses the problem of the urban heat island effect and at the same time creates quality living areas for residents.
- An additional measure for greening the city is increasing **roadside greenery**. The planting of green strips along streets helps to improve the microclimate since the shaded area under the trees warms up less, the ground stores less heat and therefore less heat is released at night. The air directly under the trees is up to 10 ° C cooler, which also affects the environment. The microclimatic effect described is potentiated by the trees in the compound, in contrast to individual trees. When planting, roads in the east-west direction are preferred because they are exposed to more intense sunlight. For this

reason, we also prioritise greening wide streets and large intersection areas. We also call for a focus on biodiversity when designing roadside greenery, so that biodiversity is promoted in the city.

- Another building block of the vision of a green Vienna is the **greening of facades and roofs**. We request that newly-built houses guarantee at least as much green space on facades and roofs as the base area would give. This is urgently needed to exploit unused areas and improve Vienna's climate. The city should promote and support further projects, such as greening facades and roofs of existing buildings. Volt primarily asks for the greening of large, coherent roof areas and facades of urban structures, e.g. subway stations, hospital, university and office buildings to strengthen the city as a role model.
- To counteract the increased temperature difference between the city and the surrounding area, it is necessary to use other materials when redesigning **road surfaces**. We call for asphalt and metalled surfaces to be replaced by light-coloured concrete surfaces, slab or paving surfaces (concrete, natural stone) or ballast-bound ceilings in new construction and maintenance.
- Another starting point for greening Vienna is the **design of private courtyards**. Here Volt is committed to supporting home owners who want to remodel their courtyards. Here too, greater biodiversity in the courtyards is particularly worthy of support.
- We call for the **redesign and renaturing of the Vienna River**. The Wiental has untapped potential as a green recreation area for the population, especially in the neighbouring, densely populated districts of Margareten and Mariahilf. The redesign aims to make the Vienna River accessible again, as parts of Liesingbach already are. Concepts for a far-reaching conversion of the Wiental have existed for years - Volt is committed to finally implementing this! Measures such as the already implemented 1st Wiental terrace are the first step. Still, we do not regard them as enough without restoring the water or making it more accessible.
- For all measures to help greening the city, we want the concept of the **sponge city** to be included in the planning. It is a matter of rainwater being absorbed and stored locally instead of simply being drained off. In particular, making surfaces porous, which we promote through initiatives such as green roads and greenery alongside roads, makes a significant contribution to the sustainable use of rainwater.

C. Building and Buildings

The building code of a city specifies how, as citizens, we can design our living space. How construction is carried out has an impact on sustainability, quality of life and social coexistence. Volt is committed to making these areas more critical when planning construction projects. In the following points of our electoral programme, we will specifically explain how we want to include sustainability in the ecological, social, cultural and economic sense in the building regulations. As a European movement, Volt is already campaigning for higher CO2 prices in Europe to create the right incentives for companies. However, emission trading has so far not covered all economic sectors and will not be able to eliminate all problems completely. The City of Vienna must also become a model for a sustainable future.

Ecological sustainability in the construction industry

- Volt wants privileges for **renewable energy in urban areas**. Every house that is not a listed building should be able to absorb the potential of solar energy by 2028 to generate usable energy. These renovation measures should also be supported in part by the City of Vienna. Energy-efficient heating, solar thermal and photovoltaic systems deserve a subsidy. The package of measures must also be submitted in full to the building police when approved. This is to enable the most energy-efficient systems for the respective location.
- The construction of buildings requires resources and an energy input, which is called "grey energy". The construction industry is one of the largest sources of climate-damaging gases, and the use of environmentally harmful, non-biodegradable materials is standard in the industry. Even building energy-saving houses requires an enormous amount of energy. That is why Volt is committed to ensuring that existing buildings are **renovated energetically**, instead of accepting their demolition.
- We call for the use of **sustainable raw materials** in the construction sector in the future. These should be preferred over the currently used wasteful materials. Attention must be focussed on greenhouse gas emissions, regionality and the possibility of ecologically compatible production.
- The majority of demolition material from the construction industry is reused. However, current recycling is more like downcycling, which means that its quality and functionality deteriorate significantly when reused. If the demolition of a building cannot be avoided, we call for its resources to be used and recycled. With this in mind, new buildings are to be **integrated into a material recycling system**.
- Austria is currently the European record holder in the conversion of grassland to building land. This has a short-term positive impact on the construction industry but does not amount to a sustainable settlement policy. The high land use destroys the precious resource of the soil and the biodiversity on it. In addition, empty buildings in cities reduce the quality of life in the neighbourhoods. Volt calls for **empty buildings in the inner city to be reused** before surrounding green spaces are converted into building land.

- The **construction police** should examine every construction project according to its ecologically sustainable character, CO2 emissions and added social value. As a result, only building applications that do well in all categories can be implemented. In the event of failure, planning measures will be required that address the points addressed. This is how the best ecological and sociological solution should be found.
- Furthermore, we would like to empower citizens to receive **tax benefits** if their completed construction project brings high added value for the population.

Social space

Vienna's urban architecture should create social spaces that can be used by everyone. Loneliness and anonymity are phenomena that every big city faces. However, there are concepts that at least counteract this, as the example of Alt-Erlaa shows.

- The City of Vienna should promote concepts such as **intergenerational living or communal houses**. Tax benefits should be used to help implementation.
- Encounter zones should also be created in **public spaces**. Parks, sidewalks and squares should become inviting meeting places.
- These measures are designed to create a more beautiful cityscape, to combat anonymity in the city and to enable everyone to live a self-determined life until old age. To implement this, **psychologists and sociologists** should be involved in the planning. The social component in multi-family houses to be built should be checked and approved by the building police in advance. From now on, this should be a necessary prerequisite for the approval of a construction project.

Innovation and economy in the construction industry

Modern digital planning methods promise an increase in the productivity of the construction industry, greater planning security for planners and executors and a lower risk for investors. Digital analyses of the planning documents should make it easier to select raw materials based on their CO2 emissions and aspects of the circular economy. We want the City of Vienna to support this development with the following points:

- We are calling for the establishment of an **impact hub**. This can create a space for local architects, urban and spatial planners and other environmental experts to help enable a more sustainable Vienna in the construction industry. Our impact measures are to be analysed and implemented by this impact hub.

- Volt sees the opportunity to change Vienna's construction industry sustainably by advancing digitalisation. This serves as the basis for enabling modern construction in the coming decades. The necessary training is to be subsidised for **small and medium-sized businesses**.
- The innovations in the construction industry are to be tested by setting up **pilot projects by the City of Vienna**.

4. Communal life and equal opportunities

The well-being of citizens depends heavily on public institutions and places. We are convinced that in a supportive and inclusive city, an improved understanding between people can be created. Volt wants to create positive incentives for living together and equal opportunities for Vienna's citizens in the areas of education, housing, integration, anti-discrimination and drug policy.

A. Education

School system

Education levels are still inherited in Austria. This means that children's education is heavily dependent on their parents' education. Austria is at the bottom of the EU ladder in comparison with Germany. One reason for this is that, after primary school in Austria, there is an early separation between secondary school (or NMS) and high school.

- We therefore call for the city of Vienna to offer **comprehensive schools** for pupils aged 6-14 to counteract social segregation and the inheritance of education. This is intended to give weaker students more time to make up for deficits, especially in the language area. Specifically, newly built schools should only be run as comprehensive schools. Existing schools should remain as before with the long-term goal of adapting to the new system.

In order to support weaker students and to encourage stronger students, more support is needed. The school's task is to provide students with the skills they need as mature citizens and for living and working in the 21st century; especially because many families do not have the knowledge, time and financial resources to support their children at home.

- For this reason, we are testing the introduction of all-day schools in Vienna so that there is enough time to support weaker students, but also to challenge stronger students and to invest more in their talents. For this purpose, additional funds, especially in educational and social care, must be made available to meet the additional needs. In addition, class size should be limited to 20 students per class to relieve the teachers and improve the quality of the lessons.

Schools

The relatively long summer vacation in Austria causes some problems. On the one hand, parents have to use more of their time for childcare (which can be problematic for working parents). On the other hand, due to the long breaks in summer, the students cannot catch up for the differences in performance; in fact it grows bigger.

- Therefore, as Volt, we are calling for a **shortening of the summer vacation** by two weeks. These two weeks should not be used for regular classes but can be used to support pupils, to promote projects, to promote the class community and / or to offer seminars for teachers. The start of school can also be brought forward, and the weeks gained could be used during the school

year for the projects mentioned above. Schools that are planning mandatory internships or other compulsory projects during the summer vacation are exempt from the reduction, or they will remain with the previous summer vacation.

Also, the professionalisation of the teaching profession and the school management should improve the quality, relieve the burden on actors in certain areas and thus ultimately upgrade the teaching profession as such.

- For this reason, we are calling for career entry to be made easier for **career changers** so that teachers who have professional experience beyond their studies can also pass it on to the students.
- The corona pandemic presented our school system with several challenges and showed us that we have not yet reached the age of **digitalisation** in school. We, therefore, call for further mandatory training for teachers in the field of digital learning and the introduction of a “digital fund” to support schools in digitalisation.
- A compulsory, **anonymous evaluation** of teachers by pupils, as is sometimes the case at commercial academies, is intended to allow pupils to help shape the lessons. It also allows teachers to develop through constructive feedback. This should be anonymously and with trust, without management involvement, but with social workers. As an alternative, school-based trust teachers could serve as an interface. In addition, teachers should be evaluated and promoted as part of mentoring programmes.

Volt represents the values of human rights, freedom and democracy, values also found in the Austrian constitution. They should be passed on to every student. Unfortunately, these topics are often neglected in class for lack of time.

- We, therefore, call for the introduction of mandatory ethics classes in which values such as those of the constitution, human rights, women’s movements, critical thinking, etc. are taught.

Vienna is the epitome of an international city. This is also reflected in the statistics of the students. 52% of Viennese students speak a non-German colloquial language.

- To prepare the teachers for these different requirements of the students, we call for further **mandatory training for teachers in dealing with other cultures**.
- Teachers should also receive targeted training to combat **the social stigma surrounding a diverse sexual orientation**.

There is a massive shortage of child and adolescent psychiatrists in Austria. Resident physicians in this area are particularly rare. This leads to unreasonably long waiting times for mentally ill children, and enormously reduces the intensity of the argument per patient.

With a high number of mentally ill adolescents / children, it is essential to ensure psychiatric care per Article 25 of Human Rights. From an economic point of view, too, immediate treatment and investment are preferable to the later long-term expenses that cause mentally ill individuals.

To ensure support from youth psychologists, we require:

- More grants for child and adolescent psychiatry.
- A re-evaluation by experts and the implementation of additional recommended measures.
- In addition, further training should be expanded to recognise the psychological situation of students and to be able to respond to them. If necessary, teachers should be able to respond appropriately to a mental illness of students and be able to pass it on to professional help.

School and Europe

Volt is committed to promoting European integration.

- We, therefore, call for more funding for **Erasmus projects** and stays abroad in schools and companies for trainees. Wherever possible, this should also be pushed for teachers.
- In addition, we are calling for more funding for **free Interrail tickets**. If European institutions do not implement this, there should also be funding at the district level to enable pupils from non-academic households to have a European experience while promoting environmentally friendly travel.

B. Housing

For Vienna to continue to be the most liveable city in the future, affordable accommodation must be available for its citizens. Therefore, we call for more communal apartments, which have been built very sparsely in recent years. However, to prevent increased social segregation in larger municipal buildings on the outskirts (such as car squad street) and the related problems, there must be increased social mixing. On the one hand, this must be done by improving the infrastructure, in particular the public connection.

- On the other hand, we call for new **municipal housing estates only to be built in cooperation with other cooperatives**, which can also attract people from other social classes.

Vienna is a fast-growing city. This growth requires appropriate living space. How should we deal with the expansion of the city of Vienna and the associated development of green space? Not to obstruct new green spaces every time, you should first cut the height - at least where it makes sense.

- We, therefore, request an evaluation of all one- to four-story municipal buildings to check whether up to six floors with an attic can be constructed. This should take into account the respective infrastructure, so it doesn't lead to overpopulation and an overload of the structure (schools, public transport etc.)

Airbnb

Airbnb is a service provider through which you can provide your apartment or house for a mostly short-term rental (a few days). As a result of the fact that more short-term rents (mostly for tourists) can generate more profit than a normal rental contract with a long-term tenant, Airbnb leads to a reduction in the number of apartments on the housing market. These short-term rentals are difficult to reconcile with our view of housing as a human right and the real purpose of apartments. Examples such as Amsterdam, Barcelona, Budapest, Prague or Bratislava paint a bleak picture of what our extinct inner cities could look like in the future: not residential areas with culture, but a Disneyland for tourists.

- Therefore, along the lines of Amsterdam, we are demanding that **Airbnb rentals be limited to 60 days a year.**

In addition, rental through Airbnb circumvents fees and taxes. The local tax in Vienna is 3.2% of the room price; According to the city, Airbnb alone currently rents more than 11,000 apartments and rooms (as of 2019). Converted to one year, the lost fees therefore already amount to millions - the income tax that the landlords would have to pay at the end of the year as part of the income tax return is not yet included. Since most short-term Airbnb rentals go to tourists, they should also be based on the rules for the hotel industry.

- We, therefore, require that Airbnb landlords be registered and therefore pay the same taxes and pay the local tax.
- In addition, we insist that Vienna advocate a European solution for the Airbnb platform at EU level.

Brokerage fees

Brokerage fees are currently mainly borne by tenants. Since landlords commission brokers, it would only be fair that the costs are paid by them and not passed on to the tenants. Therefore, we require that brokerage fees be charged according to the customer principle.

C. Integration

The situation on the Turkish-Greek border in spring 2020 clearly showed that another wave of refugees - comparable to that of 2015 - cannot be ruled out. Volt stands for securing the European external borders, however, it will remain inevitable in future to continue to accept refugee quotas. This is done in concert with all of Europe and in an orderly fashion; this is how we can deal with a certain number of people seeking protection in Vienna. However, reception and integration measures must be taken to alleviate acute hardship, prevent frustration among refugees and locals, prevent the formation of parallel societies, and ensure rapid integration into the Austrian education or work environment. In the event of a renewed wave of refugees, volunteers should not be left alone with the emergency care of incoming refugees. Enough emergency accommodation, water, food and medical care should be provided. In addition, the normal operation of the public transport network should not be affected.

- To ensure successful integration, Volt is committed to providing refugees with accommodation in the medium term that also guarantees a **right to privacy**. Refugees should not have to stay in a reception centre for too long as this can cause serious social and psychological problems.
- The residents of the accommodations also need **care from caretakers and psychological assistants**. If residents of different cultures, some with severe trauma, have to live together in a confined space, there can be disputes that need to be settled. There should also be intercultural training with experts.
- The **accommodation** should be **decentralised** to facilitate the integration of the refugees and to create acceptance for their situation in the entire Viennese population.
- **The rights and obligations of Viennese citizens** are to be presented and discussed on a platform. Adult refugees should be motivated to volunteer part-time as long as they do not have a work permit.
- **The formation of parallel societies must be prevented**. The offer of adult education centres at German and integration courses is to be expanded (e.g. pure women's courses, sexual education courses), as well as being available and mandatory for all refugees without long waiting times. In addition, tests for the recognition of undocumented skills are to be designed and offered in cooperation with training companies.
- **Training courses on culture-sensitive communication with migrants** are to be introduced for civil servants, employers and other interested parties. The aim of these training courses is to end discrimination based on origin, ethnic background, religion and skin colour. In addition, a Diversity Week is to be introduced along the lines of the Pride Week, giving Vienna's multinational population the chance to present their culture.

D. Drug policy

Drug abuse is a social problem. According to a report on the drug situation in 2019, between 35,000 and 38,000 people in Austria use high-risk opioids, often combined with other illegal drugs, alcohol or psychotropic drugs.

In addition to the direct risk of death due to overdosing, drug consumption often leads to illnesses through non-sterile cutlery, psychological consequences and excessive demands in everyday life. There is a sharp distinction between the types of drugs.

However, the criminalisation of harmless drugs can also lead to social problems. Illegality increases the profit margin of the black market, and those affected have a higher inhibition threshold to seek help. Volt, therefore, advocates a moderate liberalisation approach with substantial prevention work. Our demands are:

Cannabis:

- We call for a **minimum limit on the punishable possession of cannabis**. The current regulation, when one can be punished (albeit mildly) even for a tiny amount, is arbitrary. This first step towards decriminalising soft drugs would help create legal certainty and transparency. This would clearly delimit personal use and sales.
- We call for CBD shops to be allowed to sell small amounts of cannabis with a higher THC content. CBD shops are currently allowed to sell cannabis with less than 0.3% THC. We request **an increase of this limit for a trial period of 5 years**. This would amount to partial legalisation of cannabis, making the illegal trade less attractive. During the test phase, research should ascertain whether drug use has increased significantly. If this is not the case, this type of legalisation would be advantageous.
- Consumption must be strictly forbidden for **people under the age of 21**, as this could impair their cognitive development.
- Only **licensed companies** should be allowed to grow for these shops. This will curb illegal cross-border trade, relieve the police and judiciary, and the state can ensure the quality of drugs.
- At the same time as careful legalisation, **intensive educational work** on cannabis and other drugs should take place in schools, the media and in the shops. Similar to tobacco products, every sale should be accompanied by warnings about possible damage. Advertising must be banned.

Hard drugs

The use of hard drugs is particularly damaging to those affected. Consumers should not be criminalised. Rather, help should be offered to mitigate social and health damage. We therefore call for:

- Possession of hard drugs to remain illegal, but **possession of small amounts should not result in prosecution**. However, this is to be distinguished from legalisation. The police must still be able to take action against the consumption and possession and, if necessary, confiscate the drugs.
- More **drug checking points** to be set up in Vienna where drugs can be checked for their ingredients. This can prevent dangerous substances from spreading and should be combined with education about the dangers of drug use.
- Volt is calling for more **social workers** to provide information and help for drug addicts and to provide information about therapies.
- We call for the establishment of **consumption spaces** for drug and alcohol addicts. Trained personnel should run these spaces. First, the goal is to increase public safety by reducing the illegal and uncontrolled use of drugs and the emergence of drug and alcohol hot spots, especially in the vicinity of parks and train stations. Secondly, this can prevent addictive health damage to addicts (e.g. from contaminated syringes). Thirdly, those affected can seek advice on site, which may result in a long-term improvement in the situation. There should also be an increased police presence around these rooms. Such consumption rooms already exist in Hamburg, Berlin, Bern and other European cities.

E. Anti-discrimination

Volt stands for a Europe without discrimination, in which people of different origins, religion or sexual orientation meet peacefully and tolerantly. Unfortunately, this situation is far from being achieved in all areas of society. On the one hand, this is due to the laws, which are still not completely harmonised, and on the other, to deep-rooted prejudices. Discrimination can lead to mental illness and the feeling of not being recognised by society. Volt calls for action to be taken at all levels.

Legal protection against discrimination

- Volt demands that **legal protection against discrimination based on sexual orientation** be aligned with the level that already applies to other protection categories (ethnic origin, disability, gender) (“levelling up”). Until now, the Federal Equal Treatment Act prohibits discrimination based on sexual orientation only in the area of

employment and occupation, but not in terms of access to goods and services.

- We call for better legislation and concrete measures against systematic discrimination against women. In particular, our political demands are aimed at ending violence against women comprehensively, including **through full implementation of the Istanbul Convention** of the Council of Europe on preventing and combating violence against women and domestic violence.
- We specifically call for the **punishment of those** committing violence against women to be tightened. In addition, women should get more protection through the injunction against perpetrators.
- We call for the **expansion of psychological counselling centres** for both men and women who have experienced violent situations in their own households. These should be made accessible to all population groups, and the active use of these advice centres should be encouraged.
- We call for a **comprehensive package against hate crimes** and tightening the law on gender-based violence.
- We call for a legal initiative that allows people of any sexual orientation to **donate blood** to end discrimination against blood donation from homosexual men.
- We call for a **change in the legal basis for anti-discrimination**, specifically the addition of Article 7 of the Federal Constitutional Law (B-VG) to the protection category "sexual orientation". The current situation is a failure of the Charter of Fundamental Rights of the European Union with regard to Article 21 "Non-Discrimination". Volt insists on public discourse on the subject.
- We call for the **terms "race", "racism" and "racial discrimination"** to be deleted from all legal texts to align a policy against discrimination with the following terms: ethnicity, national origin, descent or skin colour.

Education and help

- We call for the City of Vienna to further expand its **offer of help** to people facing with discrimination, intolerance or threats due to their sexual orientation, and to make them known. Similar to "Advice on wire", which is aimed particularly at young people, such offers could e.g. be advertised on public transport.

- Civil servants and teachers must receive **targeted training** to combat the social stigma surrounding sexual orientation.
- We call for an inclusive and equitable policy that actively contributes to effective and sustainable gender equality. Comprehensive strategies with a wide range of measures, such as training to overcome stereotypes, are required to tackle the problems.
- We call for the **active training of people and especially young people on the subject of “discrimination against women”**. In particular, the focus should be on how to deal with traditional and modern forms of sexism to combat them. In addition, both men and women should be able to identify sexual harassment at an early age, prevent it, and protect themselves from it. It must be made aware of the topic through open discourse and made available to public advice centres. Data subjects should also be encouraged to use them.
- We call for measures to be taken that enable women and children to **combine family and work**. The following measures benefit all parents (including but not limited to single men, women, heterosexual and homosexual couples):
 - Incentivise internal kindergartens and corporate work practices to provide more flexibility to meet the needs of each parent.
 - Providing equal paid maternity and paternity leave for a certain period of time and additional free time depending on the needs of the parents.
 - Testing more flexible “more-people-working-less” models.
 - Compensation for income reductions in certain phases of life.
- We call for **early detection of bullying** by teachers in the education sector by means of adequate training measures, as well as better school psychology with experts on site – clarification of how to use digital media to prevent cyberbullying.
- We call for intensive **communication and education about the different forms of sexuality** and its diversity in the sex education of elementary school and other school levels, each designed for the age. In addition, there should be training courses for school psychology and for teachers of confidence so that conflicts and bullying can be recognised at an early stage.
- We urge companies to become more involved in the **topic of diversity at work** and to create an environment in which people can pursue their careers regardless of their sexual orientation.
- We call for more **shelters for queer people** and those who are marginalised by their families because of their sexual orientation, and more public protection for queer people.

- We call for better **processing of asylum applications for queer asylum seekers**, as well as their protection against hate in the accommodations where they are located.
- We call for the **active support of local queer initiatives** and, in particular, appropriate consideration of the content of queer people and their culture and reality in the radio, television and online programmes. This applies to news programmes and documentation as well as the entertainment offer.
- We call for support for **queer art and culture**, as well as general consideration of queer ways of life in artistic projects. We call for the corresponding addition to the catalogue of criteria for the allocation of funding.
- We call for a **strengthening of law enforcement** to end police violence, harassment and discriminatory profiling (keyword “BlackLivesMatter”). The end of ethnic profiling in police identity checks and police violence should also be achieved through training, accountability mechanisms and surveillance.
- Establishment and incorporation of a **discrimination reporting point** in the “Sag’s Wien - Vienna Calling” app for all citizens (also multilingual)

5. Economy, innovation and culture

Vienna is one of the most important cultural cities in Europe and, as an innovative city, also an economic engine. However, the corona crisis has caused major cuts, particularly in the field of freelance arts and for smaller companies. We believe that this must be the time to make progress. We call for secure digitisation, especially in the city administration, and consistent support for small and medium-sized companies as well as the cultural and creative sectors.

A. Digitisation

With smart digital solutions, we want to improve the quality of life of the Viennese significantly and create the right conditions for startups. A smart city can offer a vast number of advantages: less administrative effort for the citizens, fewer administrative procedures, lower administrative costs, better conditions for companies, time-saving and better monitoring of pollutants, to name just a few. However, the associated digitalisation also harbours significant risks: people can be overwhelmed by the rapid changes and innovations. New systems and solutions can have start problems, and the security of data and critical infrastructure is a significant challenge. Because of the great advantages, Volt demands that Vienna become a smart city. However, we also request that citizens be involved in decisions and that digital security is guaranteed at all times. Our programme determines the balance between speed and security:

Smart city projects require the cooperation of urban businesses with partners from industry and often also with universities or scientific institutes. This requires a lot of resources and ties up well-trained staff. To make this process more efficient, it would be advantageous if cities could easily adopt concepts from other European cities.

- We call for a strengthening of **IT cooperation** with other European cities. The goal is to agree on uniform software and hardware components so that smart-city solutions can be passed on from city to city without complex adjustments. European approaches to standardisation are supported and can be adopted voluntarily by the cities.
- Smart city projects must be initiated together with the citizens. Many, especially the elderly, often feel overwhelmed by rapid change. Therefore, every project must be discussed locally with the people, and additional measures for further digital training may be needed. We therefore request that all Viennese Smart City projects involve **citizen participation in the pilot phase** and inclusion of the citizens' assessment in the final stages.
- Volt is in favour of **digital office calls** via video call and the possibility of making an appointment digitally even outside office hours.
- All **files in the judicial system** should be consistently digitised to save resources and make access and search easier.
- Volt favours establishing a commission to translate all new laws, ordinances, European guidelines and ordinances, which apply to Viennese citizens, into the **simplest possible language**.

B. Small and medium-sized enterprises (SMEs)

Small and medium-sized companies form the backbone of the European and Austrian economy. They represent approximately 99% of all companies in Europe and play an essential role in terms of employment policy. This corporate structure is also advantageous in terms of competition and democracy because it counteracts monopoly tendencies and excessive lobbying power of individual players. However, SMEs face numerous problems that place them at a competitive disadvantage compared to larger companies. Therefore Volt stands for a strong promotion of SMEs.

- Volt is committed to providing SMEs with **better support in public procurement** processes. We have to ensure that small companies do not fail because of the high administrative effort involved in the award process.
- To reduce the administrative burden in general, Volt calls for a **one-stop digital shop at European level**, in which all bureaucratic matters for companies can be regulated. Here it should be possible to register a business, make the tax return for the company and handle other interaction with the authorities. At best, this should be a process that is harmonised for our entire EU, so that companies can make better use of the advantages of the large European market.

- Volt calls for a higher **budget to support SMEs**.
- Volt calls for the **simplification of business support**. At the moment, there is a veritable jungle of subsidies, which leads to disadvantages for small companies that do not have any special staff.
- The **visibility** of small local companies should be particularly high, especially for SMEs aimed at end customers. The city should offer and promote a harmonised website for this, through which companies can register and thereby become more visible in search engines.
- It is particularly important to us to maintain the small shops in Vienna's districts, as they have a very positive effect on the cityscape, the way of life and the social fabric. However, more and more are standing empty, especially the retail space of smaller shops. This is mainly due to the ever-increasing competition from the Internet giants. As a European party, we, therefore, call for internet giants like Amazon and Google to pay a **minimum corporate tax** of 15%. These measures enable small shops to compete fairly.
- Following the example of the Berliner Spätis, **licenses for longer opening hours** are to be issued in the districts.

C. Cultural and creative sector

Cultural institutions are essential for the formation of critical, civic individuals. Volt is particularly committed to a robust European exchange in the cultural field. Artists and artists were hard-hit by the Corona crisis and received little help. Initially, people could not apply for hardship fund funds if they had additional income, received pension insurance funds, or had multiple insurances. An upper and lower income limit has also been set. Because of these restrictive criteria and requirements, many artists and cultural workers were not entitled to support and remained without income for weeks. There is a patchwork of grants instead of direct, unbureaucratic help. This is a bitter disappointment in a city like Vienna, which is known throughout the world for arts and culture.

- We call for much better and reliable **financial support from artists and cultural workers from the Corona Hardship Fund**. Aid must arrive quickly, and the application has to be unbureaucratic. In the event of loss of earnings due to corona measures, there should be unconditional grants for the period of the loss.
- As long as the restrictions imposed by the Corona measures apply, the City of Vienna should exhaust all possibilities to **enable events** at least on a smaller scale and under security conditions. This can be implemented through small street parties, backyard concerts, etc.
- Citizens' centres should provide **opportunities for cultural activity and exhibitions without major bureaucratic hurdles**.

- **Museums and theatres must be subsidised** more by the federal government and the city to make them less dependent on tourism. Corona-related failures can no longer be recorded, so there must be a strong signal from the public sector for support.



Volt
Austria
Vienna Election
2020

**Electoral programme for the districts
of
Volt Austria**

Overview

4th District - Wieden

5th District - Margareten

6th district - Mariahilf

7th district - new building

8th district - Josefstadt

9th district - Alsergrund

12th District - Meidling

21st district - Floridsdorf

4th District - Wieden

The Wieden - a district between historical landmarks, embassies from all over the world and people from all walks of life. Small in area with narrow buildings, Wieden offers its residents a unique charm. Volt wants to use fresh European ideas to create a place in Vienna that provides the best atmosphere for living and working.

Infrastructure

The narrow streets of Vienna are currently dominated by cars. To improve the quality of life of all people living and working here, Volt calls for a significant change in the infrastructure in the 4th district.

- We call for the redesign of the Argentinierstraße to the status of a bicycle street.
- The bike path is too narrow for current bike traffic. Widening increases cycling from the outskirts to the inside. Residents with a parking garage can make use of an exception. You can drive through the bicycle road at walking pace. Exemptions can be applied for free online. However, a reason for the measure must be given.
- We would like to take a role model in other European cities such as Amsterdam, Copenhagen or Barcelona. Above all, the concept of the so-called superblocks, as they are implemented in Barcelona, would be a clear alternative for Vienna's city centre and its surroundings.
 - Superblocks mean: More space for cyclists, pedestrians, cafés and restaurants on Vienna's streets.
 - Road traffic may flow as usual on selected roads.
 - The inner areas of the blocks are traffic-calmed areas where all road users have the same rights. This approach can initially be introduced on a test basis.
 - In addition, side streets are to be rededicated as green streets, which promise a cooler atmosphere in the hot Vienna summer for the citizens of the 4th district.
 - The newly designed streets allow the Wiedner * a pleasant social life in their district.
 - Margarethenstraße is to be converted into a pedestrian zone with a bicycle street (see below in 5th district).
 - We insist that at least 10% of the existing parking spaces be removed annually. The dismantled areas are to be used for the implementation of the new traffic concept or as green space. Areas with little green space, such as the District around St.-Elisabeth-Platz, should be preferred. Measures in Copenhagen can be taken as a model to restrict car traffic.
- Volt demands that meeting areas that have been approved by the City of Vienna may no longer be used as parking spaces. Due to the ongoing traffic with vehicles parked on both sides, it is impossible for residents to use the street space as the system of the meeting zones intended.
- We call for additional places for children and dogs that are sufficiently green and that allow residents of the districts to meet in the immediate vicinity of their home at any time.

Building law:

- Sustainability and social aspects should also be considered for new buildings in the 4th district. We therefore ask
 - More green facades.
 - More participation of citizens in all public construction projects in the form of surveys and regular meetups for architectural concept development. Large-scale private construction projects should also go through these points.

Which starting points we choose for this can be found in our entire electoral programme in the area of building law and greening.

Citizen participation:

- We call for regular district meetups in which citizens can exchange information about problems or opportunities in their district. This can be done in a completely informal setting. The district only has to provide premises in a civic centre.
- As already described in our appeal in the chapter Europe and Citizens' Participation, we call for a citizens' budget in every District: Citizens can decide on a certain budget, which is voted on in a citizens' meeting. The budget can e.g. can be used for a street festival or for renting a common room.

Wieden as a social and cultural district

We would like to set up a new concept for the weekly market on St. Elisabeth-Platz with the participation of citizens to offer a regional and sustainable shopping opportunity.

We insist on the funding of public art and cultural projects.

E.g. the wall at the Theresianum can be used as a space for public art projects.

Just like the Belvedere garden can be used for public exhibitions (on the square towards the botanical garden).

We call for the creation of a new urban planning concept for the Kühnplatz.

We want schools, academies and universities to open sports fields to the public after class ends.

Volt demands that in future business premises on Wieden will be open until midnight. The local bars serve the residents as social spaces and therefore play a major role in the neighbourhood. The measure should initially go through a six-month test phase, and then the residents and local operators should vote on it.

Stimulation of the economy in Wieden after Covid-19

We call for the active use of European funding programmes to rebuild the economy at the local level and in particular, the financing options within the framework of the European Green Deals and Next Generation EU. Volt is committed to ensuring that the Green Deal is at the centre of the strategy for reconstruction after the COVID 19 crisis in Vienna.

We call for empty business premises to be used by co-financing them with activities through the district budget (renovation, renting and facility management). The following economic actors who are essential for reconstruction and realignment according to Covid-19 should be supported: Self-employed people and startups in the field of digitisation, innovation, finance, as well as public think tanks, book cafes, seminar rooms for training and further education, etc.

5th District - Margareten

As a typical inner district, Margareten is densely built and densely populated with few green spaces. The district has numerous municipal buildings near the ring and is also home to a large variety of citizens from different groups. A big problem is the shortage of space and the intensive motorised individual traffic, especially on the main streets such as Margaretenstraße, Pilgramgasse and Reinprechtsdorferstraße.

As can be seen from Volt's Vienna programme, we have developed an overall concept for reducing car traffic. The resulting free space can be used sensibly.

- We insist that Margaretenstraße be converted into a pedestrian zone with a bicycle street and that more seating, more bicycle stands and more city bike stations should be built. Margaretenstrasse has been a very busy street with a highly developed catering infrastructure for years. The street is already a main cycle route connecting to the ring road. A blockage for motor traffic would massively upgrade the area. Firstly, cycling would be safer; secondly, this would evoke an improved atmosphere for restaurants and shops. There should be exceptions for delivery traffic and people who are dependent on a car. The example of Mariahilferstrasse shows the success of such projects.
- The Pilgramgasse underground station must be designed to be barrier-free as soon as possible.
- The Vienna River should be greened and can create a green corridor on the edge of the 5th district. This will also help to cool the city. The detailed concept can be found in the section on greening the city's election programme.
- We are also calling for more trees and green plants in Arbeitergasse, Kohlgasse, Johannagasse and Vogelsanggasse. Just like along the ring as noise protection and around the castle square at Margaretenplatz.
- In the whole district, but especially municipal buildings, there should be raised beds for communal gardening.
- We call for the greening of Margaretenstrasse, Margaretenplatz and Siebenbrunnen Platz. In this regard, we want more green spaces and trees to linger and to upgrade the environment.

6th district - Mariahilf

The 6th district with its five areas is the second smallest and at the same time one of the most densely built-up districts in Vienna with around 31,800 residents. The neighbourhood is officially committed to climate protection and is part of "Climate Alliance Austria". The Mariahilfer Climate Advisory Board has existed since 2019.

- However, there are hardly any green spaces or parks. Since new green spaces are difficult to implement, we call for rapid and intensive greening of the streets, more green playgrounds and alleys in the 6th district.
- The Gumpendorfer Strasse as a thoroughfare is next to the left Wienzeile a central traffic artery of the 6th district; also for cyclists. Partly as a result of the extremely heavy car traffic, despite the 30km/hr zone and additional bus operation, safe transportation by bike must be guaranteed. There is currently only one bike path to the corner of Gumpendorfer Straße and Wallgasse. A cycle path is required in the area of Gumpendorfer Straße / Hofmühlgasse and in the area of the Haus des Meeres. So we call for a continuous cycle path along Gumpendorfer Straße to ensure the safety of cyclists.
- In addition, with the involvement of the citizens, a concept for cyclists and pedestrians is to be developed on the site of the pop-up walkway at the Esterhazy Park, planned initially but rejected.
- The Gumpendorfer Straße U6 station is located directly on Gumpendorfer Gürtel and is a traffic hub and transfer point. In addition to the subway, buses and trams stop there. Due to the dense development, air quality drops, especially during the summer months. The subway station and the surrounding area are definitely among the heat islands of the 6th district. We, therefore, call for more greenery with trees and bushes around the area of the station Gumpendorfer Straße. In addition, drinking fountains and a spray mist system can be set up during the summer months.
- Since Gumpendorfer Straße is a prominent street in the 6th district, we need several parking spaces for bicycles, especially where there are a large number of bars and restaurants. There often aren't enough parking spaces, or far too few. The result is that bikes are parked by traffic signs and the like, blocking sidewalks.
- There are currently twelve public air pumps throughout Vienna. We need more Wiener pumps available in every district; hence also in Mariahilf. This benefits not only cyclists but also people who use wheelchairs.
- Mollardgasse extends from Gumpendorfer Gürtel to Hofmühlgasse and leads through a residential area. It is a one-way street and has a bike path. From 2020, bicycles supposedly even have the right of way. Due to the location (residential area and schools), however, we go one step further and insist that Mollardgasse become a car-free street. Cars should only be allowed to cross Mollardgasse. Traffic can be diverted via Gumpendorfer Straße.

- We generally call for more free streets within the district, especially around bike paths, parks, and residential areas. We aim to keep the district's temperature down through greening and road surfaces that have a cooling effect, reducing the temperature sustainably and in the long term.
- Drugs and alcohol around the Gumpendorfer Straße station are a big problem. Street workers should be more active on the street here, because many people don't feel safe, especially at night.
- We promise closer coordination with all residents of the 6th district, including EU citizens and other foreign groups, and ask for consultations on how the quality of life in the area can be improved.
- In addition, we want to increase the variety of restaurants and bars and support, promote and make business visible.

7. District - Neubau

Neubau is a very densely built-up district in Vienna. Primarily due to its many bars, small shops and studios, an alternative urban flair has developed there, which also has a great appeal for tourists. This district is densely built up and there are hardly any parks, so the heat in summer is often unbearable. In addition, the district faces heavy through traffic, especially in Burggasse. Our vision of Vienna and the 7th district envisages creating space and cooling to improve the quality of life further.

- We call for the establishment of playgrounds that give children and families more space at the weekend.
- The funding of resident artists needs to be further expanded, especially in times of Corona. This can be through urban art spaces and the permission of public events such as concerts for musicians and art dealers. These should not only be in the museum district, but on all streets, however, noise protection must be observed, and there must be an agreement with the direct residents. As with the underground stars, special HOTSPOTS should be set up here. On the one hand, these are easier to understand and, on the other hand, it is easier to agree with the residents if the artists are always in the same places.
- We are calling for more electric charging points for electric cars in the 7th district.
- Zollergasse and Kirchengasse should become a meeting area. It is precisely these two streets that are places of encounter, artistic life and a cosy get-together in modern small restaurants. This should also be recognised by declaring the Mahü shopping street, and other side streets, as meeting areas not to be disturbed by car traffic.
- As already stated in the Vienna election programme, there should also be regular town meetings in the 7th district, in which decisions about local projects are made.
- We call for a citizens' budget, on which citizens can decide in the 7th. The budget can e.g. can be used for a street festival or for renting a communal space.
- Zieglergasse should be a cool street but also a green street. This means that it should be blocked for car traffic and the road surface unsealed.
- The Kandlgasse between the Kaiserstrasse / Kandlgasse intersection and the Wimbergergasse / Kandlgasse intersection is to become completely car-free. This street also lends itself perfectly to redesigning Grünstraße, as was already suggested above for Zieglergasse. Unsealing creates space for greenery and a covering that allows emergency vehicles to enter, but is not made of concrete, but looks like a sidewalk. This means that several shady avenues, such as sidewalk gardens or corridors overgrown with tendrils, can be created.

- We call for the introduction of car-free Sundays. This would help get people used to a car-free neighbourhood.
- Bicycle parking garages can be built at central hubs to ensure sufficient bicycle parking spaces. The example of the city of Utrecht, which has established one, should be followed. These bicycle parking garages should offer sufficient security for parked bicycles, also to prevent theft or damage. Additional bicycle parking spaces are also to be set up directly on the streets to expand the parking options. So-called bike stations, which also include services such as repairs in addition to the parking space, should also be promoted.
- We call for the creation of additional boxes for exchanging book. These are used to recycle old books, but also for cultural exchange, which is further fueled by financial support for language tandem cafes. This also facilitates the integration of foreign-language roommates.

8. District - Josefstadt

The 8th District Josefstadt is located in the heart of Vienna and is a trendy, densely populated, inner-city district. Here you can find a little bit of everything: relaxed, casual cafés for students, great shops with a large variety of handmade jewellery, restaurants, a funny cheese shop and everything else that can be discovered on a pleasant walk. Of course, the theatre in Josefstadt, which offers a rich cultural offer for Josefstadt and beyond, is striking. This district provides everything in terms of feeling; you feel alive and always remain curious about what the next corner brings. And yet the 8th district radiates a certain calm. With an area of 109 square kilometre and a green area share of 2%, Josefstadt is the smallest and one of the most densely built-up areas in Vienna.

That is why Volt demands more greening. By greening, we mean planting rows of trees along facades with prioritisation in wide streets and large intersection areas, as well as green streets, greening of facades and the greening of inner courtyards.

The Jodok-Fink-Platz should be greened and the parks should be designed, greened and maintained.

The Schlesingerplatz should get a fountain and also more trees. When selecting the tree species, focus on heat and drought tolerance, so the climate in summer is more tolerable for this densely populated district.

There are eleven schools in total. We have to take care to find solutions so parents can bring their children to school without a car and thus do not contribute to traffic in Josefstadt and air pollution.

A new, better traffic concept can serve the safety of cyclists and drivers in the 8th district.

Culture plays a prominent role throughout Vienna, and the theatre in Josefstadt is also a symbol. It is essential not to forget the cultural scene in Vienna, which we all appreciate so much, in times of crisis. There should be more information about performances and the processes of the theatre, as well as its history.

9. District - Alsergrund

Alsergrund is a very diverse district. It has a strong student character with numerous university buildings and at the same time offers living space for a diverse population of over 40,000 people. Due to the complete redesign of the Althangrunds, the district will undergo major changes in the near future. Our vision for the Alsergrund of the future provides for a fair distribution of traffic routes and a public space that invites you to meet and linger.

We are calling for a change in the traffic lights for cyclists on Liechtenwerder Platz. Anyone who follows the cycle path coming from Spittelau to the Gürtel cycle path (Josef-Holaubek-Platz → Glatzgasse via Liechtenwerder Platz) is at this crossroads at three crossings where the traffic lights turn green one after the other. This unnecessarily hinders the flow of this much used bike path and should be changed by a bicycle-friendly traffic light circuit.

Volt is committed to a safe and wide bicycle connection between the Gürtel and the Danube Canal. The narrow bike path on Alserbachstrasse is not sufficient.

As in other districts, we are also demanding a district budget for Alsergrund that citizens can use directly. A decision needs to be taken on the use at citizens' meetings. Examples would be a street festival or renting a communal space for the district.

There should also be informal meetups in community centres where participants can talk about their city and plan projects together. This should also be advertised accordingly.

The Alserbachstrasse pedestrian zone could be used even better. For example, we call for the establishment of a weekly market to be examined, as requested by the Alsergrund agenda.

We want more social work at Julius-Tandler-Platz and plans to deal with people who are there after the redesign of the Althangrunds.

Volt supports the call to make a certain percentage of affordable social housing a condition for the rededication of large-scale projects such as the Althangrund. In addition, such new building complexes are to be built strictly according to sustainable standards and equipped with green facades.

We call for the establishment of a regular citizens' dialogue on all issues in the district. In collaboration with the citizens, work is being done to improve the quality of life.

The Workshop and Culture Centre (WUK) is one of the most important civic centres in Vienna. In any case, we have to make sure it is retained. An upcoming renovation may need to be co-financed by the city and district.

12. District - Meidling

Meidling is a rapidly growing residential area with Meidlinger Hauptstraße as the centre. In addition to the traffic situation, we also want to improve the conditions of the local trade. Volt is committed to strengthening district centres. Especially in a district as populous as Meidling, it is important that the local environment invites you to linger and that the residents do not always have to go shopping in the shopping malls on the outskirts or in the city centre.

To give people a better overview of the local shops and restaurants, the district government should create and advertise an online guide.

We call for the clearing of green areas, especially in areas subject to extreme warming according to the heat map (Obermeidling, Längenfeld, Untermeidling, Altmannsdorf).

In addition, as in all other districts, the turnaround in traffic must also be initiated here. More bus lanes should be introduced to make public transport in Meidling more attractive. There should also be more charging points for electric cars.

21. Bezirk - Floridsdorf

With approximately 165,000 inhabitants, Floridsdorf is one of the largest districts in Vienna. It is characterised by the great diversity of its residents. Large housing estates and commercial areas in which many Viennese go to work underline the importance of Floridsdorf. Despite the importance, many aspects that affect this district are still neglected. In particular, the connection of large residential areas with public transport and the cultural offer in the district still leaves something to be desired. Therefore our demand: Bring the city to Floridsdorf! Specifically, this means:

To better connect the entire district to the city and to relieve the additional traffic through the construction of the KH Nord and new housing developments (such as Ottilie-Bondy-Promenade), we request an extension of the U6 to Stammersdorf. This is intended to motivate more people to use public transport and to do without the car. To offer commuters, who increasingly stop in Floridsdorf, an incentive not to drive further into the city, we also ask that park-and-ride options be built to the terminus at Stammersdorf (comparable to the Leopoldau station).

Due to the construction of new settlements in Jedlesees - the most recent one on Rudolf Virchow Straße - the parking situation has deteriorated significantly. We, therefore, call for the promotion of park-and-ride and car-sharing options to improve the parking situation and relieve the pressure on the roads.

The cycle path on Kammelweg / Michtnergasse is not suitable for the road, as there is not enough space for oncoming cyclists due to parked cars and the route can, therefore, be dangerous for all road users. We, therefore, request that the sidewalk be extended by a cycle path.

It is currently not possible to cycle on a continuous cycle path on Prager Straße to Floridsdorfer Bahnhof. The roadside has to be changed repeatedly or used for vehicles on the busy Prager Straße. This is uncomfortable for all road users. To promote car-free private transport, we require a continuous cycle path in both directions on Prager Straße.

In addition, it is not possible to cycle on a continuous cycle path on Brünner Straße to Floridsdorfer Bahnhof. You always have to change sides of the street or drive on the busy Brünner Straße, which is uncomfortable for all road users. To promote car-free private transport, we require a continuous cycle path in both directions along Brünner Straße.

The Schlinger Markt is a landmark of Floridsdorf and offers some culinary delights. Unfortunately, he is now rarely visited by Corona. To promote the attractiveness of the market and thus strengthen local businesses, we are calling for an upgrade of the Grätzels Schlinger Markt. Specifically, it should become a meeting area, which should not only serve as a shop but also as a meeting point and thus as a place to live together (model Yppenplatz).

Floridsdorf should not become Vienna's stepchild. To bind the district more closely to the city and at the same time to promote car-free individual transport, we are calling for the city bike stations to be expanded to Floridsdorf.

Local projects with citizens are to be implemented through the introduction of a citizens' budget. The focus here is increasingly on culture. Floridsdorf residents currently have to drive mainly to the city centre due to the lack of cultural offerings. We want to help Floridsdorf residents and thus the district itself to experience a cultural boom.