

A photograph of a public transport station. In the foreground, a modern, white and blue tram is stopped at a platform. In the background, a high-speed train is visible. The station has a glass and metal roof structure. People are walking on the platform. The image has a warm, orange-red color overlay.

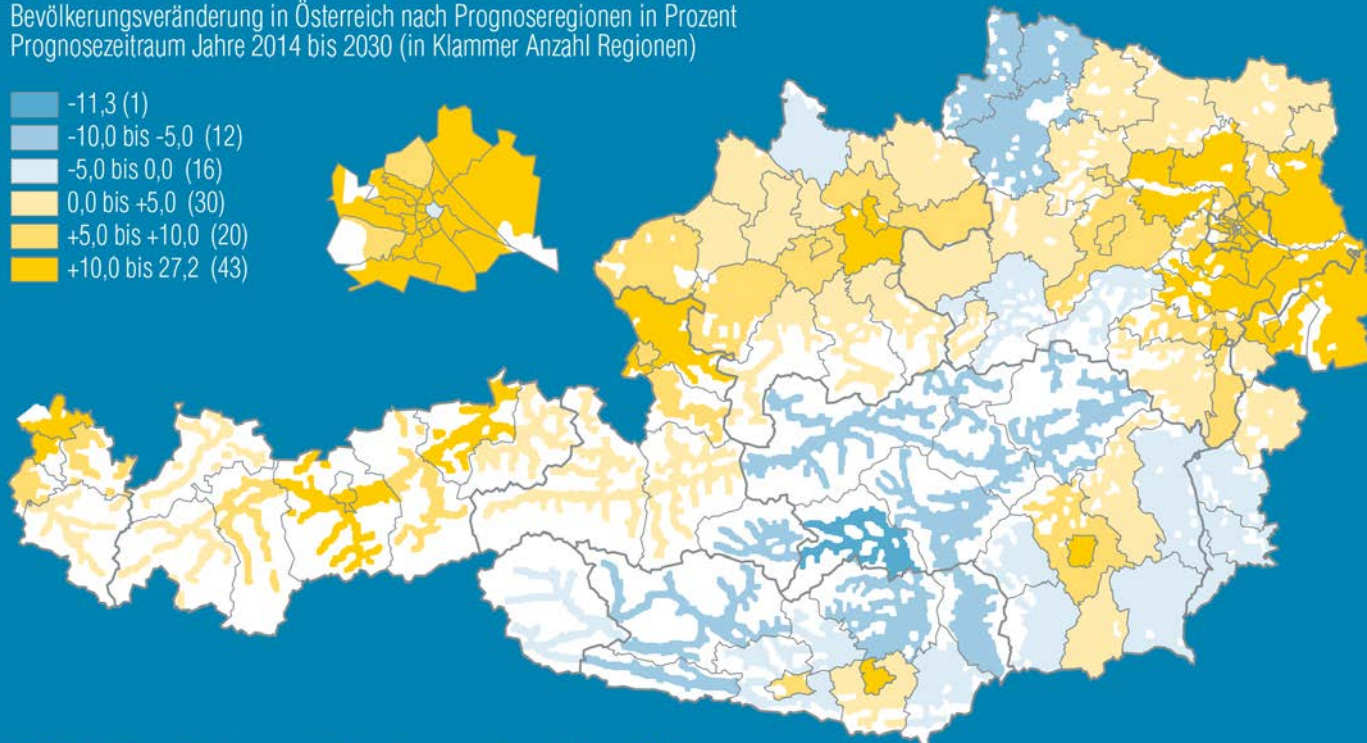
Agglomerations need more Public Transport

Markus Gansterer

Growing Agglomerations

Bevölkerungsveränderung in Österreich nach Prognoseregionen in Prozent
 Prognosezeitraum Jahre 2014 bis 2030 (in Klammer Anzahl Regionen)

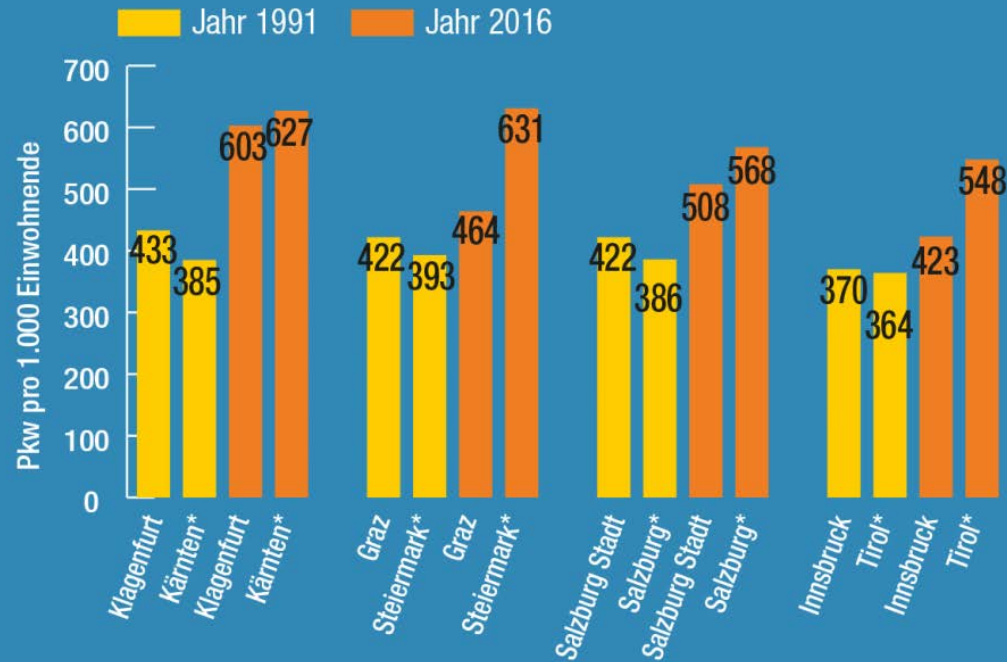
- 11,3 (1)
- 10,0 bis -5,0 (12)
- 5,0 bis 0,0 (16)
- 0,0 bis +5,0 (30)
- +5,0 bis +10,0 (20)
- +10,0 bis 27,2 (43)



Wald, Almen, Gewässer und Ödland

0 30 60 km

Less cars outside the cities just 3 decades ago



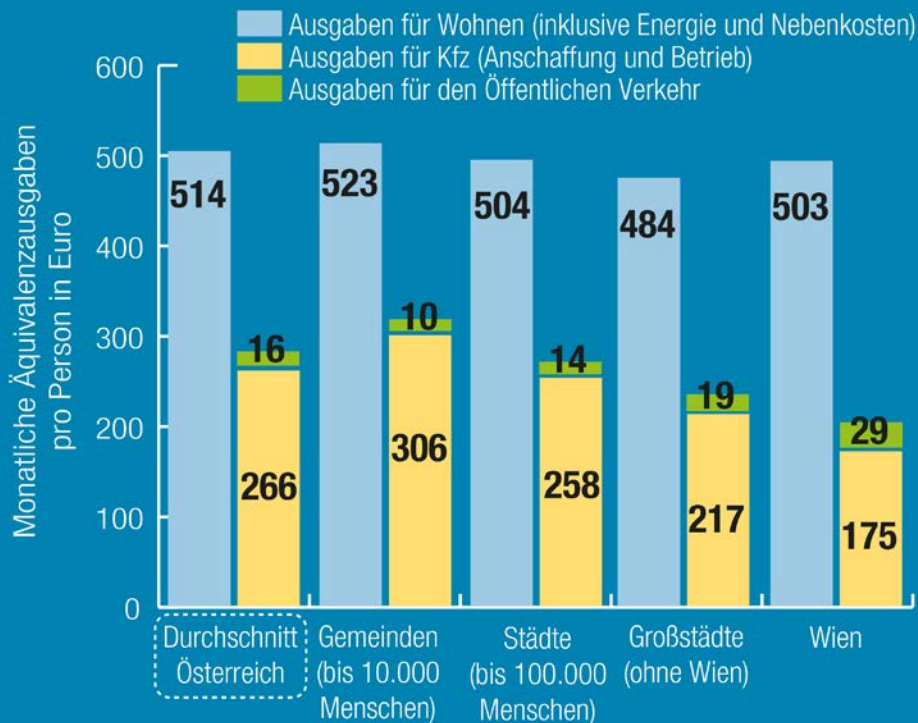
* jeweils ohne Landeshauptstadt

Quelle: Statistik Austria 2017, Statistisches Zentralamt 1992 Grafik: VCO 2017

A new meaning of individual mobility

- More than car: Mobility is the freedom of choosing between options and combining them
- Digitalization decouples mobility from owning a vehicle

Rent and mobility cost less in big cities



Quelle: Statistik Austria 2015, 105 Grafik: VCO 2018

■ Monatliche Wohnkosten
 ■ Monatliche Mobilitätskosten

Dezentrale Lage

(St. Ulrich im Mühlkreis)



- 1x Pendeln nach Linz mit Pkw
- 1x Pendeln nach Eferding mit Kleinwagen
- 1x Schulweg mit Öffentlichem Verkehr
- 1x Schulweg zu Fuß



Zentrale Lage


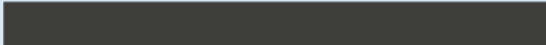
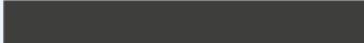
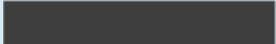
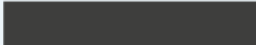
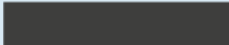
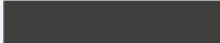
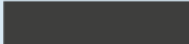

(Leonding bei Linz)



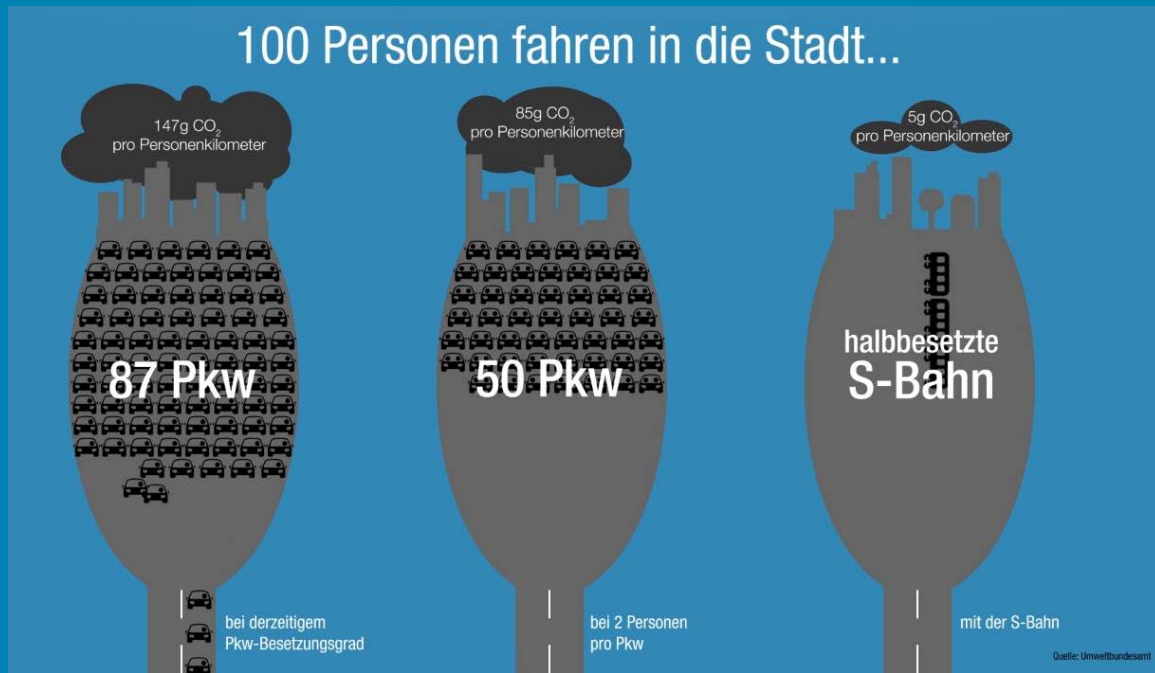
345 € Ersparnis

- 1x Pendeln nach Linz mit Öffentlichem Verkehr
- 1x Pendeln nach Eferding mit Kleinwagen
- 1x Schulweg mit Öffentlichem Verkehr
- 1x Schulweg zu Fuß

Commuters into provincial capitals

	Wohnbevölkerung	Zunahme Tages- gegenüber Wohnbevölkerung	
Eisenstadt	14.100		90 %
St. Pölten	53.400		70 %
Linz	200.400		47 %
Innsbruck	129.900		35 %
Klagenfurt	98.700		33 %
Bregenz	29.100		30 %
Salzburg	150.400		29 %
Graz	278.900		25 %
Wien	1.828.100		11 %

Cities need clean and space-saving mobility



Animation:
https://www.youtube.com/watch?v=kny_InL0ooY

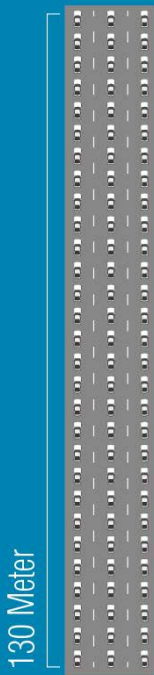
Cities need clean and space-saving mobility

- Little options of building more streets and that just at very high cost
- The limited amount of space is needed for other purposes

Beförderung von 100 Personen

aktueller Pkw-Besetzungsgrad

zwei Personen pro Pkw



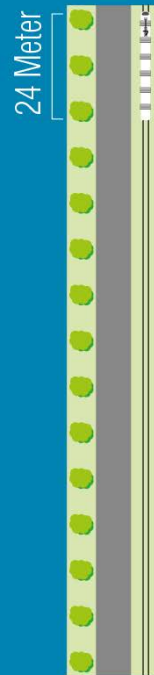
87 Pkw

130 Meter



50 Pkw

112 Meter



1 Straßenbahn

24 Meter

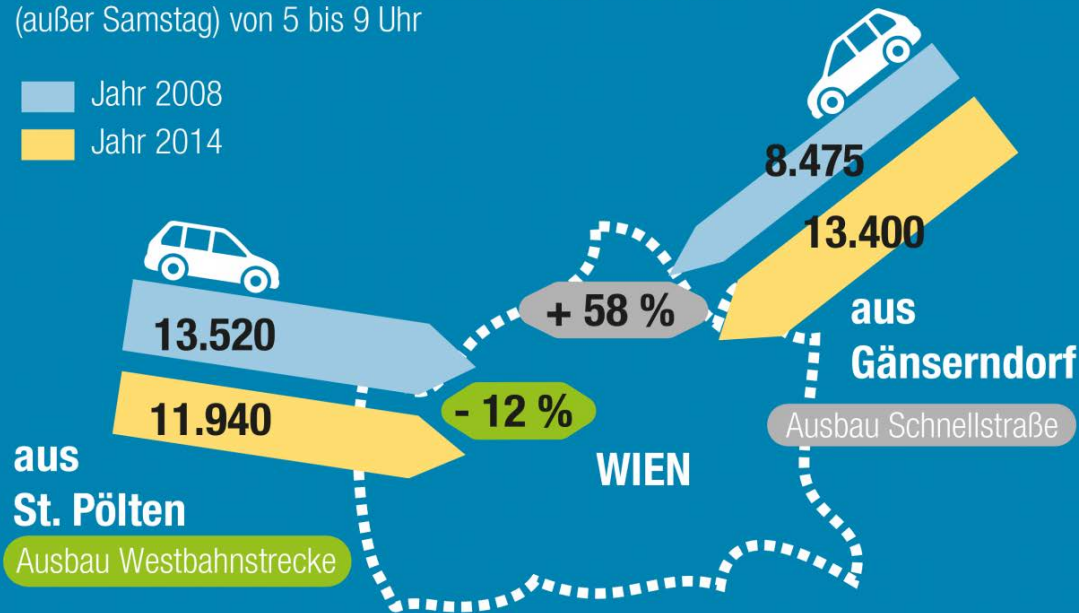
Demand Responsive Transport and Mobility as a Service are game changers

- in their possibility of providing seamless door to door-travelling
- by augmenting train- and bus-lines locally in suburban and rural areas as well as temporally

Cities need to stop promoting public transport AND highways

Nach Wien mit Pkw einpendelnde Personen an Werktagen (außer Samstag) von 5 bis 9 Uhr

■ Jahr 2008
■ Jahr 2014



Agglomerations need more public transport

- More capacity on rail is needed especially in agglomerations and into cities
- Providing direct connections into the city centers by suburban trains and extending tram lines
- Speeding up trams and buses on city streets
- Gapless public transport service for suburbs and rural areas: train and bus lines augmented by demand responsive transport and MaaS



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