



How can we shape
personal mobility
for the megacity?



WS 2:

Do city dwellers drive because they need to or because they can?

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City dwellers, who drive because they need to:

- For most purposes the car is the only suitable option.
- As soon as other options are available and suitable, they reduce their driving.

City dwellers, who drive because they can:

- They like and want to drive.
- They will drive, as soon as they can afford it, no matter what other options exist.



Two cases.

Sao Paulo, Brazil

Population: 11.2 m (city), 19.6 m (metro)



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Frankfurt/Main, Germany

Population: 0.7 m (city), 3.4 m (metro)

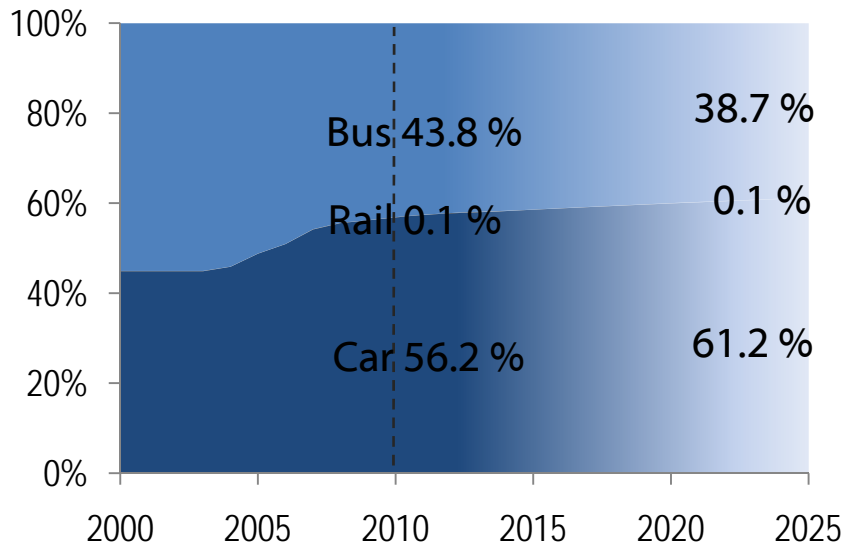


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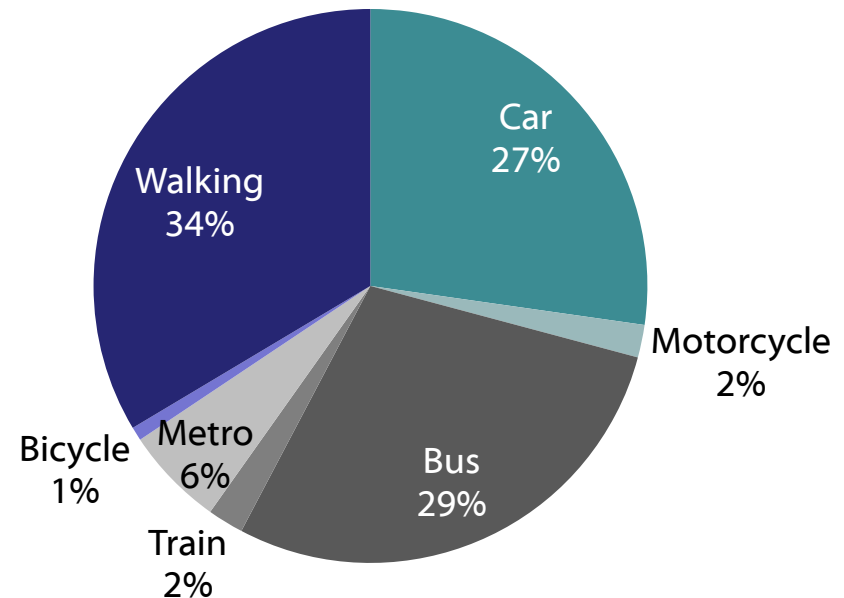


Mobility in Sao Paulo – Urban Mobility in an emerging Market.

Modal Split Brazil



Modal Split Sao Paulo



Sources: Prograns, Governo do Estado Sao Paulo.

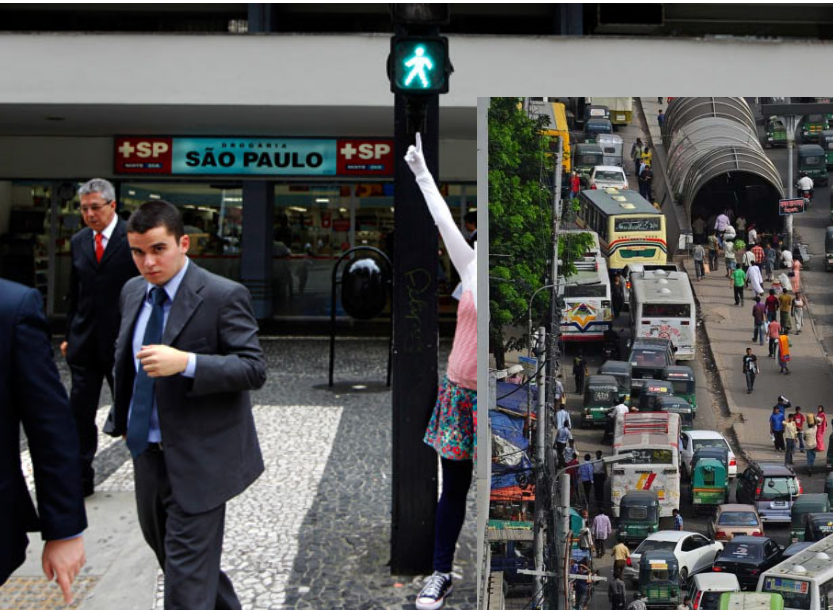


Sao Paulo – Recent Mobility Trends (2000-2010).

- Number of daily trips **↗ 21 %**
 - non motorized **↗ 18 %**
 - motorized **↗ 23 %**
- Car fleet **↗ 25 %**
- Cars per Capita **↗ 16 %**

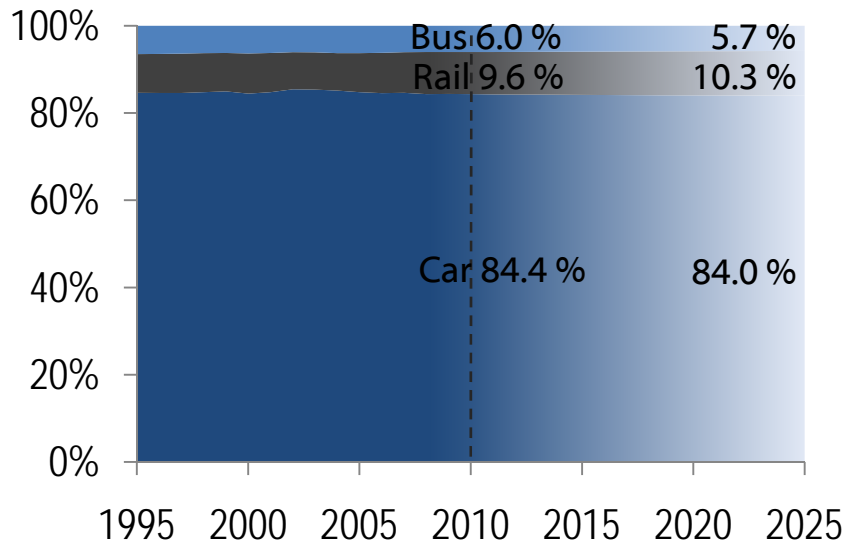


Sao Paulo – what data doesn't tell us.

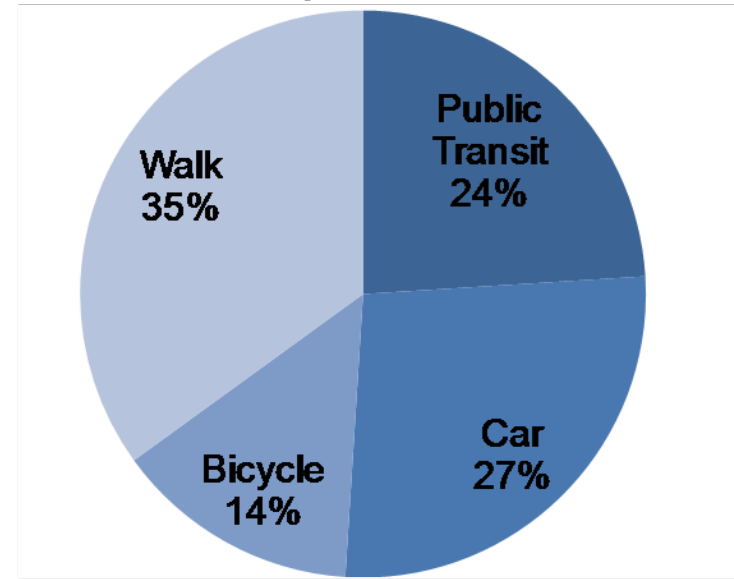


Frankfurt – urban mobility in a saturated market

Modal Split Germany



Modal Split Frankfurt



Frankfurt: Many cars...

...but many households w/o car:

550 cars / 1.000 pop

33% carless households

Sources: Prograns, TU Dresden SRV, Frankfurt Statistical Yearbook

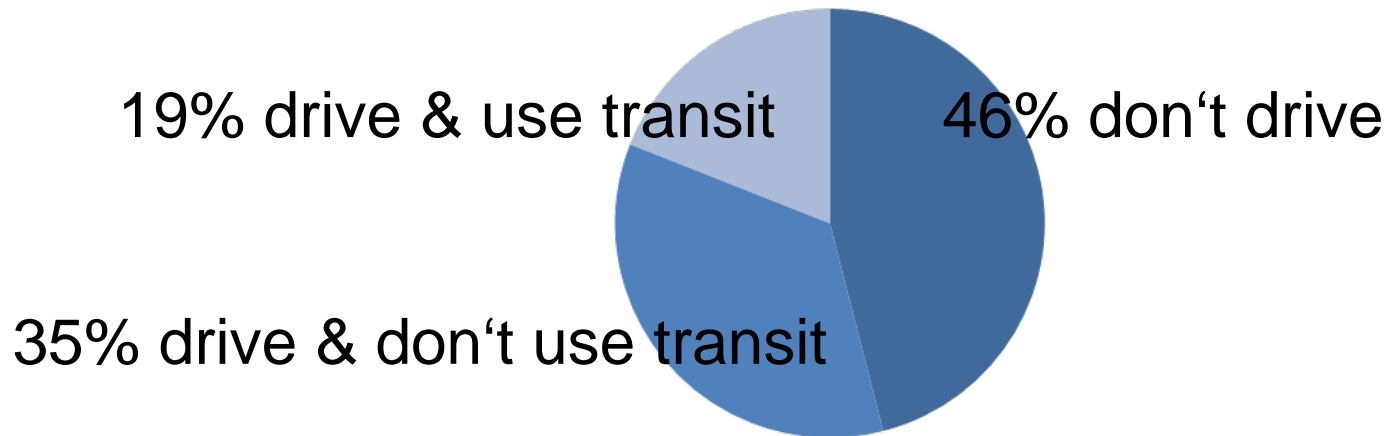


Frankfurt – which modes do I use this week?

 1/2 of population **drives** on 1/2 of their trips

 1/2 of population uses **public transit** on 1/2 of their trips

 1/3 of population uses the **bike** on 1/3 of their trips



Sources: German Mobility Panel, BMVBS



Frankfurt – modal success stories in a stagnating environment:

Recent Mobility Trends 2005-2009

- Distance Travelled per Capita → 0%
- Cars per Capita ↗ 3%
- Public Transit Supply per Capita* ↗ 4%
- Public Transit Trips per Capita ↗ 8%

*public transit vehicle kilometers travelled

Sources: TU Dresden SRV, Frankfurt Statistical Yearbook



Some provoking hypotheses...

- *“A man who, beyond the age of 26, finds himself on a bus can count himself as a failure” (Margaret Thatcher) – is this still true?*
- In industrialized countries most of those city dwellers who don't drive *...don't drive because they don't have to.*
- In emerging economies most of those city dwellers who don't drive *...don't drive because they cannot afford it (yet).*
- In industrialized countries most of those city dwellers who drive *...drive because they want to.*
- In emerging economies most of those city dwellers who drive *...drive because they can afford it.*
- Some cities don't provide other mobility options: **Everybody** *...drives because they have to or will drive as soon as they can afford it.*
- Most cities provide many mobility options: **Those who have to drive** *...drive because they have specific personal needs.*

