The Potential of Cycling for Sustainable Mobility in Metropolitan Regions

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The facts behind the Success Story of Innsbruck

19.05.2014 – mobil.TUM
With a share of 23% of the Modal-Split Innsbruck is the “Cycling-Capital” of Austria
The Potential of Cycling for Sustainable Mobility in Metropolitan Regions

Ferdinand Pospischil, M.Sc.
Markus Mailer, Univ. Prof. Dipl.-Ing. Dr. techn.

Source: Neyer (2013)
Cycling in Innsbruck – An Introduction
Distances of all Trips

Source: Neyer (2013)
Distances of all Trips

Source: Neyer (2013)
Cycling in Innsbruck – An Introduction

**Students share of the population in Austria**

<table>
<thead>
<tr>
<th>City</th>
<th>Students share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innsbruck</td>
<td>23%</td>
</tr>
<tr>
<td>Graz</td>
<td>17%</td>
</tr>
<tr>
<td>Leoben</td>
<td>12%</td>
</tr>
<tr>
<td>Salzburg</td>
<td>6%</td>
</tr>
<tr>
<td>Linz</td>
<td>5%</td>
</tr>
<tr>
<td>Wien</td>
<td>4%</td>
</tr>
<tr>
<td>Klagenfurt</td>
<td>3%</td>
</tr>
</tbody>
</table>

**Availability of bicycles and cars in Innsbruck**

<table>
<thead>
<tr>
<th>Agegroup [Years]</th>
<th>Bicycle</th>
<th>Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 to 10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 to 20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 to 30</td>
<td></td>
<td></td>
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<tr>
<td>31 to 40</td>
<td></td>
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<tr>
<td>41 to 50</td>
<td></td>
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<tr>
<td>51 to 60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In total</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Neyer (2013)
Cycling in Innsbruck

Availability in connection with the income

Source: Neyer (2013)
Bicycle trip purposes in Innsbruck

Source: Neyer (2013)
Weather situation during the surveys

Source: Neyer (2013)
Cycling during Rainfall

Source: Neyer (2013)

- **NS ≤ 0mm**: 4926 cyclists per day
- **0mm < NS ≤ 1mm**: 3459 cyclists per day
- **1mm < NS ≤ 3mm**: 2998 cyclists per day
- **3mm < NS ≤ 5mm**: 1179 cyclists per day
- **5mm < NS ≤ 10mm**: 3951 cyclists per day
- **NS > 10mm**: 3228 cyclists per day

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Sunshine-cycling

![Graph showing cyclists per day for different sunshine durations. Source: Neyer (2013).](Image)

Source: Neyer (2013)
Traffic survey 2011 in Tyrol

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Source: Imad Marktforschung
Traffic survey 2011 in Tyrol

Kontiv – design

37.387 random households in Tyrol
15% return
+ 128 via telephone
0.8% of all residents
905 within Innsbruck
Initiatives and promotions for cycling
Initiatives and promotions for cycling

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Initiatives and promotions for cycling
Initiatives and promotions for cycling
Reasons for the increase
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New Infrastructure

Source: Argus Radlobby
Rising Fuel prices – 70% (2002 – 2011)

Rising Fuel prices – 70% (2002 – 2011)

Source: Neyer (2013)
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Interpretation of data from Kuratorium für Verkehrssicherheit and the city of Innsbruck
Cycling as a sustainable means of transport

- Affordable
- Social, mobility for everybody
- Healthy
- Ecological, saving environment and resources
- Saving money and space
- Economical, efficient

Referring to VCÖ-Forschungsinstitut, 2009
Conclusions

High share of 23 % of all trips made by bike is a result of:

- Short distances with under 5 km
- Overrepresentation of students in 2011
- Fine weather conditions during the survey in 2011
- Fuel price rise of 70% from 2002 – 2011
- New bridges and infrastructure for cyclists
- Changing social behaving
- Huge number of encouragements and initiatives
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Keep on cycling!