ROPEWAY_POT

Potential der Stadtseilbahn im multimodalen Stadtverkehr

The aim of this project is to estimate the transport demand potential of a cable car system as an integrative part of public transport in urban areas. The first step is the analysis of the traffic behaviour within the relevant catchment area of a cable car system. In a survey with "stated-preference" interviews the potential for several groups of users and the impacts on modal split in urban areas as the result of increasing multimodality will be estimated. As a further result the economic relevance of such public transport system will be calculated.

The public transport network in many cities has reached capacity limits. This is particularly the case for city centres. Due to the increasing building density it is hardly possible to extend the conventional public transport infrastructure (tram lines, bus lines). In order to offer a sufficient quality of service for public transport it will be necessary to expand the capacity onto a new transport level. A cable car system as an alternative to a subway system may provide an essential contribution to increase the capacity of future public transport.

There is little evidence available dealing with the possible change of traffic behaviour and modal split resulting from new transport systems such as cable car. The existing methodology to estimate the potential use does not consider the different characteristics of public transport with coordinated timetable system and the continuous transport service of a cable car.

In the research project "ROPEWAY_POT", in addition to the estimation of travel demand potential it should be examined, how and under which circumstances and preconditions such a cable car system can make a significant contribution to create or to strengthen multimodal passenger transport.

Initially in a study on mobility behaviour, the status quo of passenger transport in the future relevant catchment area will be analysed (number of trips, modal split, car ownership, trips with origin and destination). This survey will not only be carried out for residents but also for commuters and tourists.

In a second survey, according to the method of "stated preference interviews", the persons interviewed are asked for their reaction if the new cable car system would be available. These results are the basis for the calibration of the transport model and to improve modelling travel behaviour in the transport model.

The project report includes the wide range of impacts of such a new transport system (transport volume, generated trips, environmental impacts, costs and so on). Also the circumstances, general conditions and the legal framework are shown, which are necessary to ensure an acceptable utilization of the system.

The transferability of such a system to other comparable cities is also considered as important aspect in the project.

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