Available information on non-routine trips is scarce. Via focus groups comprising of specific social milieus (subjective data for construction and coping strategies) as well as tracking methods and diaries (objective data), the significance of such actual and future trips is to be identified. Furthermore, future developments will be classified against the background of conceivable trends. Particularly valuable project results can be anticipated for the field of public transport.

In general, present mobility can be classified into routine trips (periodical trips for work, education or shopping) and non-routine trips (sporadic, infrequent and scarce trips, which are also oriented outside the habitual action space and are rudimentarily spontaneous). Based on societal trends, it can be expected, that for an increasing number of individual life spheres both suggestions and demand for more flexible time structures and use of space will increase. This is particularly challenging public transport, which is traditionally focused on mass transport and routine trips.

The general thesis suggests that the proportion of unconformable and sporadic mobility will increase quantitatively and qualitatively. These increases, however, will differ both for social groups and regions spreading from more or less constant traditional patterns to flexible and instable forms and variations. In particular, the more flexible forms (non-routine trips) are expected for three types:

i) In regions, social groups and economic branches which are classified as poor or structurally weak (economic restraint for flexibility),

ii) in those aspects where the new trends of economic change are specifically relevant (development potentials for new flexibility as well as lack of time),

iii) as well as under conditions of sustainable lifestyles to avoid physical mobility.

Moreover, mobility types are becoming more individual, i.e. the traditional socio-demographic and socio-economic data for the description and explanation of mobility types loses impact and should be replaced or complemented by new categories of socio-cultural aspects (social milieus as value clusters). This will hold specifically for non-routine trips.

To reach the goals of the applied project Non-routine Trips, approximately 12 focus groups of close-by milieu groups, diversified by settlement types, will be formed to analyse their specific actual and future mobility patterns, especially outside their routine trips. Thereby it is of particular interest in which way information on uncommon and infrequent routes and means of transportation is gathered. Finally, actually undertaken trips and chosen means of transport as well as the used information channels are surveyed and analysed for a sample of the focus group participants using tracking and diary methods. By analysing this data, the information from the focus group can be validated, leading to a more sophisticated view on the differentiation between routine and non-routine trips.

To reach the goals the following six work packages are designed:

1. Project management (coordination, quality control, documentation and dissemination);
2. Evaluation of future developments in mobility (trends regarding spatial relevance);
3. Analysis of the mobility patterns of social milieus (diversified by settlement types) in focus groups particularly for sporadic, infrequent and scarce trips (non-routine trips) as well as the use of information technologies;
4. Objectification of the information by tracking and trip diary methods;
5. Identification, description and tests of solutions to tackle barriers particularly for public transport and for non-routine trips;
6. Suggestions for the carriers (particularly within public transport), politics and administration as well as mobility research.

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