


Ein Vergleich bezüglich des ÖPNV-Angebots in europäischen Städten

Erste Ergebnisse



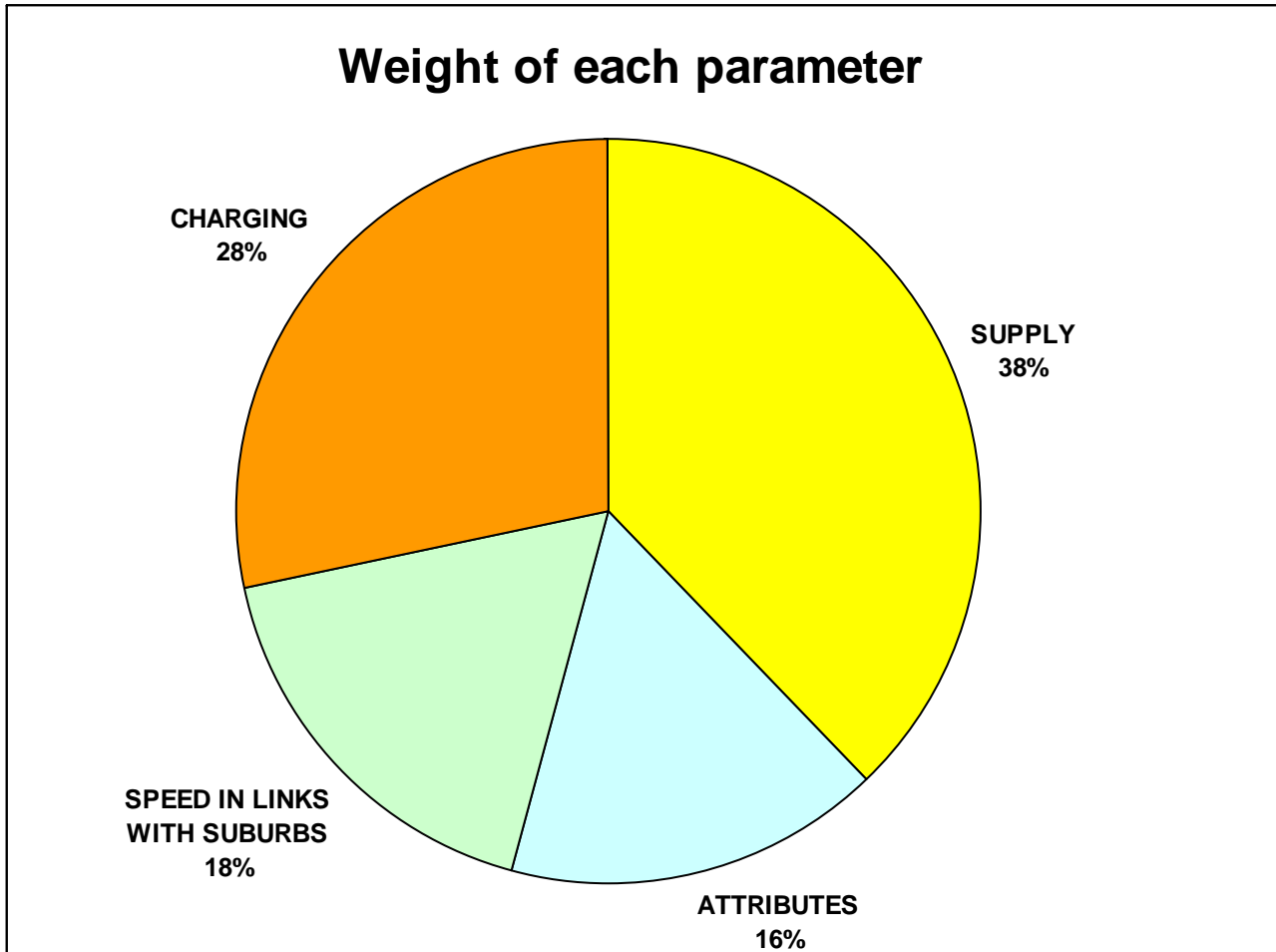
		ADAC Urteil	Reisezeit	Umsteigen	Information	Tickets/Preis
Gewichtung			35%	15%	25%	25%
<input type="checkbox"/>	<u>München/ Deutschland</u>	+	++	++	++	0
<input type="checkbox"/>	<u>Helsinki/ Finnland</u>	+	+	++	+	++
<input type="checkbox"/>	<u>Wien/ Österreich</u>	+	+	++	+	+
<input type="checkbox"/>	<u>Prag/ Tschechien</u>	+	0	0	0	++
<input type="checkbox"/>	<u>Hamburg/ Deutschland</u>	+	+	++	++	0
<input type="checkbox"/>	<u>Kopenhagen/ Dänemark</u>	+	++	+	0	++
<input type="checkbox"/>	<u>Frankfurt/ Deutschland</u>	+	++	++	+	-
<input type="checkbox"/>	<u>Barcelona/ Spanien</u>	+	0	++	0	++
<input type="checkbox"/>	<u>Leipzig/ Deutschland</u>	+	+	++	0	++
<input type="checkbox"/>	<u>Köln/ Deutschland</u>	+	+	++	+	0
<input type="checkbox"/>	<u>Rom/ Italien</u>	+	0	+	-	++
<input type="checkbox"/>	<u>Bern/ Schweiz</u>	+	+	+	0	+
<input type="checkbox"/>	<u>Paris/ Frankreich</u>	0	++	-	-	0
<input type="checkbox"/>	<u>Brüssel/ Belgien</u>	0	0	0	0	++
<input type="checkbox"/>	<u>Amsterdam/ Niederlande</u>	0	+	0	+	0
<input type="checkbox"/>	<u>Warschau/ Polen</u>	0	-	0	-	++
<input type="checkbox"/>	<u>Oslo/ Norwegen</u>	0	+	0	+	-
<input type="checkbox"/>	<u>Lissabon/ Portugal</u>	0	-	0	0	++
<input type="checkbox"/>	<u>Madrid/ Spanien</u>	0	0	-	-	++
<input type="checkbox"/>	<u>London/ Großbritannien</u>	0	+	+	++	-
<input type="checkbox"/>	<u>Budapest/ Ungarn</u>	0	0	-	-	++
<input type="checkbox"/>	<u>Ljubljana/ Slowenien</u>	-	0	-	-	+

Ranking	Country	City	Inhabitants
1	United Kingdom	London	7.172.091
2	Germany	Berlin	3.404.037
3	Greece	Athina (Athens)	3.187.734
4	Spain	Madrid	3.128.600
5	Italy	Roma	2.705.603
6	France	Paris	2.153.600
7	Romania	Bucuresti	1.924.959
8	Germany	Hamburg	1.754.182
9	Poland	Warszawa	1.700.536
10	Hungary	Budapest	1.697.343
11	Austria	Wien (Vienna)	1.664.146
12	Spain	Barcelona	1.605.602
13	Italy	Milano	1.303.437
14	Germany	München (Munich)	1.294.608
15	Czech Republic	Praha (Prague)	1.188.126
16	Denmark	København	1.145.804
17	Bulgaria	Sofia	1.126.389
18	Germany	Köln (Cologne)	989.766
19	Italy	Napoli	975.139
20	United Kingdom	Birmingham	970.892
21	Italy	Torino	900.569
22	France	Marseille	820.900
23	Spain	Valencia	805.304
24	The Netherlands	Amsterdam	762.057
25	Belgium	Brussels	850.000

	CONCEPT	PARAMETER	Unit of measurement	% over the parameter	% over the concept
1	SUPPLY	General PT supply inside the city or that reach the city	Number of yearly PT services (bus, tram, metro, suburban train) per inhabitant	17%	32%
2		Rail PT supply	Number of kilometres of rail network (tram, metro, suburban train) per inhabitant	15%	
3	ATTRIBUTES	Cleaning	Assessment of the CSI (customer satisfaction index)	7%	14%
4		Security	Assessment of the CSI (customer satisfaction index)	7%	

9	CHARGING	Most common fare in the national currency	Indicate the proper value or its main features	6%	24%
10		Most common fare allowing free correspondence (daily, weekly or monthly flat rate)	Value	6%	
11		Annual pass/stored value ticket like the London Oyster card	Value	3%	
12		Level of discount for children and students (% average over the ordinary tariff)	% discount	3%	
13		Level of discount for retired people (in % average over the ordinary tariff)	% discount	3%	
14		Which is the percentage of trips made with a weekly, monthly or yearly season ticket?	% trips	3%	

SPEED IN LINKS WITH SUBURBS	Suburban and metro links from city centre up to 10 km	The calculation of the average speed will be done over 20 major destinations located on average distance of 10 km	5%	15%
	Suburban and metro links from city centre up to 20 km	The calculation of the average speed will be done over 20 major destinations located on average distance of 20 km	5%	
	Rail links with the hinterland up to 200 km	Trains average speed to cities \geq 50,000 inhabitants located between 20 and 200 km	5%	



2/3 of the evaluation deals with the amount of service and tariffs

A comparison on the PT supply in European cities

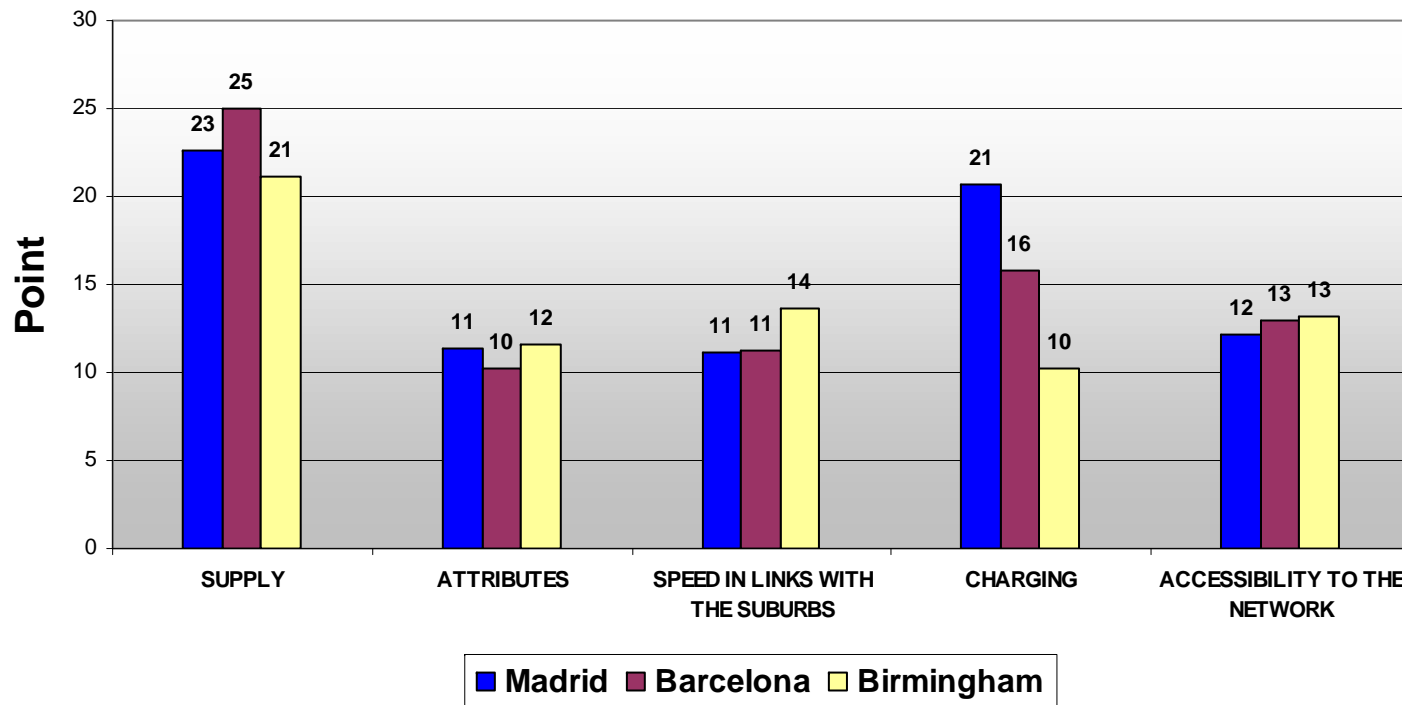
SUMARY 3 CITIES: MADRID, BARCELONA, BIRMINGHAM

	CONCEPT	PARAMETER	Madrid	Barcelona	Birmingham
1	SUPPLY	General PT supply inside the city or that reach the city	11,72	16,02	10,31
2		Rail PT supply	10,9	9,01	10,78
3	ATTRIBUTES	Cleaning	5,88	5,71	5,32
4		Security	5,44	4,49	6,32
5	URBAN SPEED			-	-
6	SPEED IN LINKS WITH THE SUBURBS	Suburban and metro links from city centre up to 10 km	2,5	3,64	4,25
7		Suburban and metro links from city centre up to 20 km	5	4,18	4,48
8		Rail links with the hinterland up to 200 km	3,59	3,44	4,87
9	CHARGING	Most common fare in the national currency	6,0	6,00	1,50
10		Most common fare allowing free correspondence (daily, weekly or monthly flat rate)	6,0	6,00	2,26
11		Annual pass/stored value ticket like the London Oyster card	3,0	0,00	0,75
12		Level of discount for children and students (% average over the ordinary tariff)	1,1	0,45	1,50
13		Level of discount for retired people (in % average over the ordinary tariff)	2,7	3,00	3,00
14		Which is the percentage of trips made with a weekly, monthly or yearly season ticket?	2,0	0,36	1,20
15	ACCESSIBILITY TO THE NETWORK	Information	4,17	3,85	4,82
16		Wheelchair accessibility in PT (buses, trams, metro and suburban trains)	3,94	4,13	4,39
17		Situation of the rail correspondences	4	5,00	3,99
Final score			77,83	75,28	69,74

A comparison on the PT supply in European Cities

Summary 3 cities

Madrid, Barcelona and Birmingham

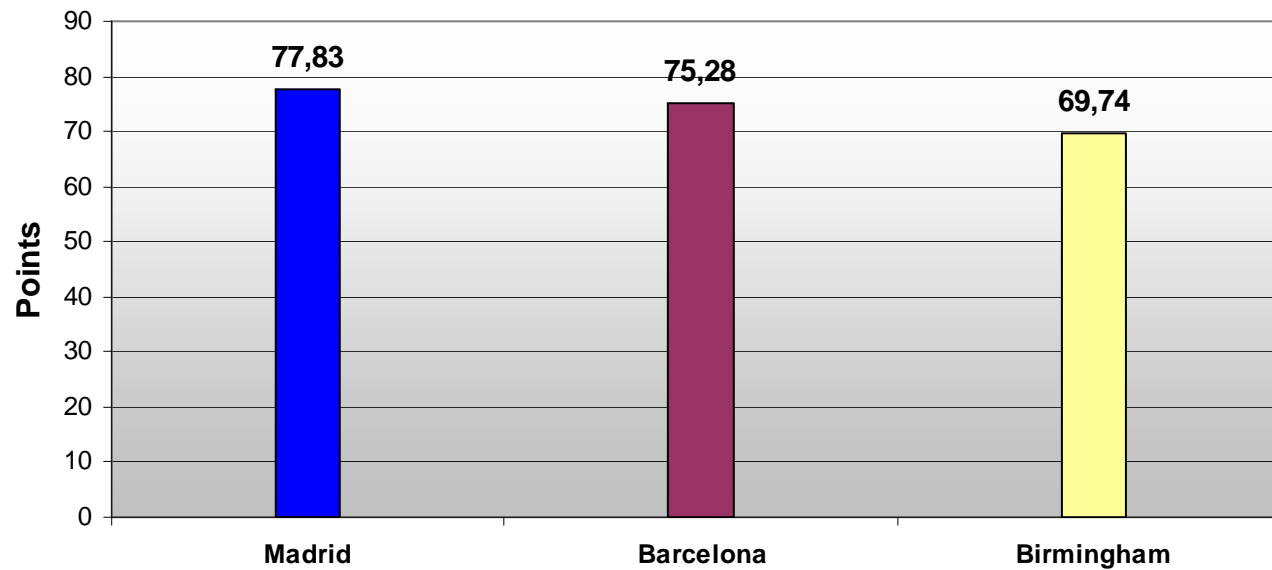


A comparison on the PT supply in European Cities

Summary 3 cities

Madrid, Barcelona and Birmingham

Final score



Efforts. It's really hard to address the issue?

- The main barrier is to calculate the number of yearly services. In this case the nice cooperation of companies and transport Authorities save a lot of time
- But as a whole, no more than 20 work hours are needed
- The main difficulty is to appraise the value, which is my task

Bemühungen. Es ist wirklich schwer, das Problem anzugehen?

- *Das wichtigste Hindernis ist die Berechnung der Anzahl der jährlichen ÖPNV-Dienste (oder Abfahrten pro Jahr in beide Richtungen). In diesem Fall, spart viel Zeit die wohlwollende Zusammenarbeit von Unternehmen oder Verkehrsamt eine Menge Zeit.*
- *Aber insgesamt, sind nicht mehr als 20 Arbeitsstunden notwendig.*
- *Die größte Schwierigkeit besteht darin, den Wert zu beurteilen, aber das ist nur meine Aufgabe.*