

3RD TRANSNATIONAL REPORT ON 13 TWO PILLARS MODAL SPLIT ON BEFORE MEASUREMENT

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Authors Michal Sindelar
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1. Introduction

The analysis of the existing situation is a crucial step in the mobility planning process. One part of this step is the assessment of the actual travel behaviour of the employees in the municipalities and institutions. In the MOVECIT project this was done by a mobility survey, which has been carried out in all 14 municipalities and institutions.

This document contains the results of the third MOVECIT mobility survey.

2. Mobility Survey Methodology

The survey was carried out in 14 workplaces across 7 countries. The master questionnaire in English language was translated in local languages. Survey utilized Google online questionnaire in the most workplaces with one exception. Hospital in Litomerice used a paper version of questionnaire due to lack of digital communication channels at the workplace. Data collection period was usually two weeks, surveys were administered from April to May 2019.

The key indicator for MOVECIT project is a modal split statistic, which provides an overall estimation of mobility behaviour. Modal split (or modal share) is a number or a share of trips by each transportation mode. For the purposes of this survey a trip is defined as a person's change in location with an origin and destination, which lies beyond the property on which the participating person lives. One trip may include different stages with different means of transport (e.g. by bike to tram stop and by tram to workplace). The survey does not record different trip stages. The mode of one trip with several stages is assigned to the mode of the longest stage under consideration. Data were collected for trips from 7 preceding days prior the mobility survey administration.

City	Workplace	Country	Staff	Responses	Response Rate	RR 2018	Annual RR change
Baden	Municipality	Austria	300	24	8%	15%	-7%
Banska Bystrica	Municipality	Slovakia	261	91	35%	38%	-3%
BCS	Békéscsaba Municipality Centre of Budapest	Hungary	210	71	34%	33%	1%
BKK	Transport (BKK)	Hungary	1200	10	1%	7%	-6%
BME	University (BME)	Hungary	163	56	34%	26%	8%
Bruck and der Mur	Municipality	Austria	226	22	10%	10%	0%
Leipzig	Municipality	Germany	350	103	29%	32%	-3%
Leoben	Municipality	Austria	380	71	19%	21%	-2%
Litomerice	Hospital	Czech Republic	878	105	12%	42%	-30%
Litomerice	Municipality	Czech Republic	218	163	75%	55%	20%
Litomerice	Police	Czech Republic	33	19	58%	45%	



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Ljutomer	Municipality	Slovenia	29	19	66%	100%	-34%
Modena	Municipality	Italy	1608	425	26%	43%	-17%
Moedling	Municipality	Austria	300	39	13%	18%	-5%
Total			6156	1218	20%	30%	-10%

Response rate further dropped. During first survey in 2017 36% of all employees answered the survey, in 2018 response rate dropped to 30% and the last survey was answered by 20% of all employees.



3. Mobility survey results

3.1. Transnational Results Commuting in 2019

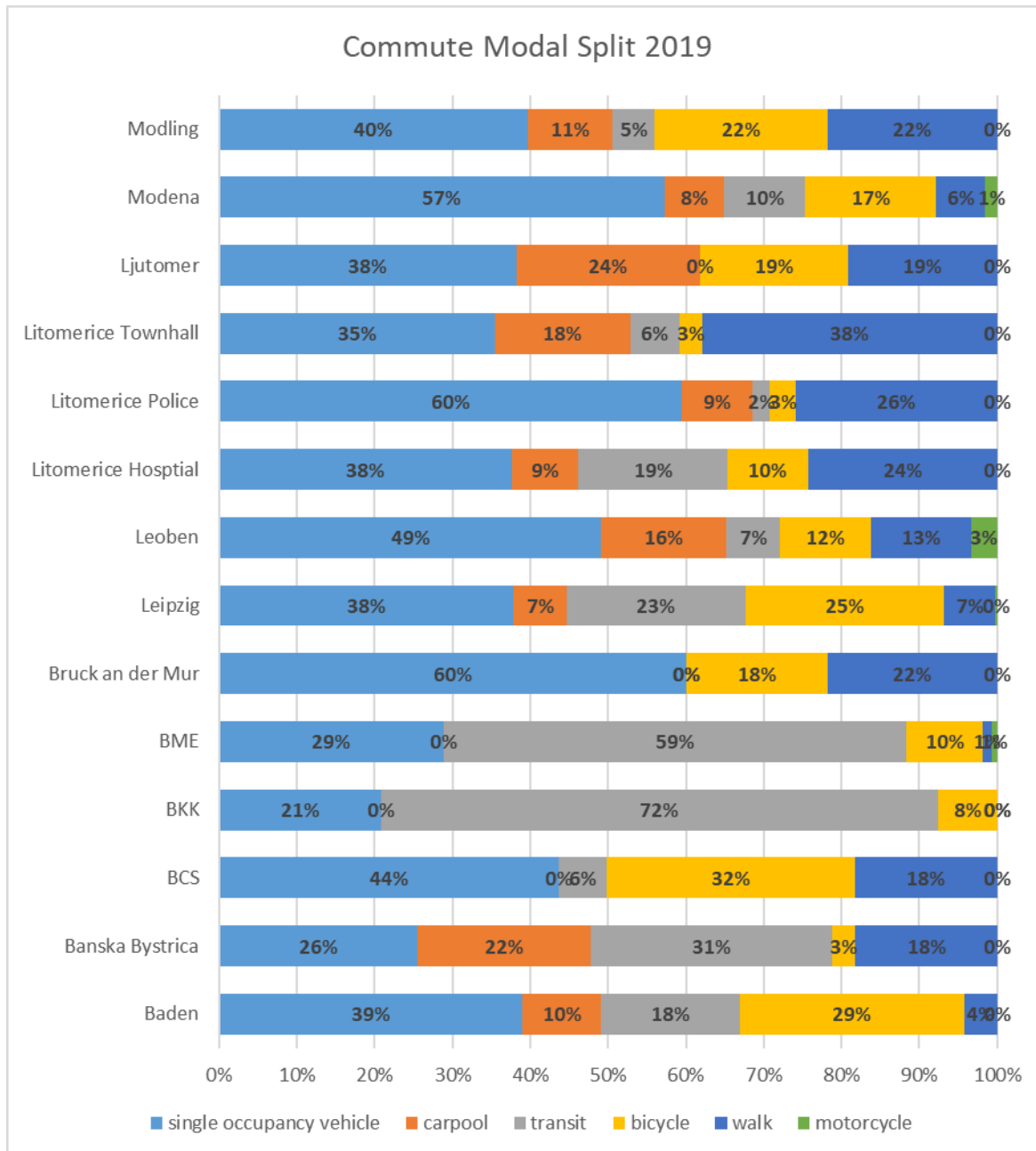


Figure 16: Modal-Split Overview

The 14 municipalities and institutions taking part in MOVECIT project differ strongly in nature and size of the city or workplaces as well as in infrastructural aspects like the extension of bike network or public transport systems.

However, most of the 14 examined municipalities and institutions have one thing in common: the predominant car usage. In 3 of 14 cases the modal split shares of *car-usage* (single occupancy vehicle) is at 50 % or higher. Litomerice Police (Czechia) and Bruck and der Mur (Austria) shows the highest share of car-usage in modal split results with 60 %, followed by Modena Municipality with 57%. Exceptional cases



are the Budapest Centre of Transport (Hungary), which has 72% share of *public transport* whereas in Ljutomer (Slovenia) employees do not commute by public transport at all (0%).

Litomerice Municipality (Czech Republic) shows the highest mode share for *walking* (38%). In Modena (Italy) and Leipzig (Germany), both densely urbanized cities, and also at the Budapest University (Hungary) walking shares are low.

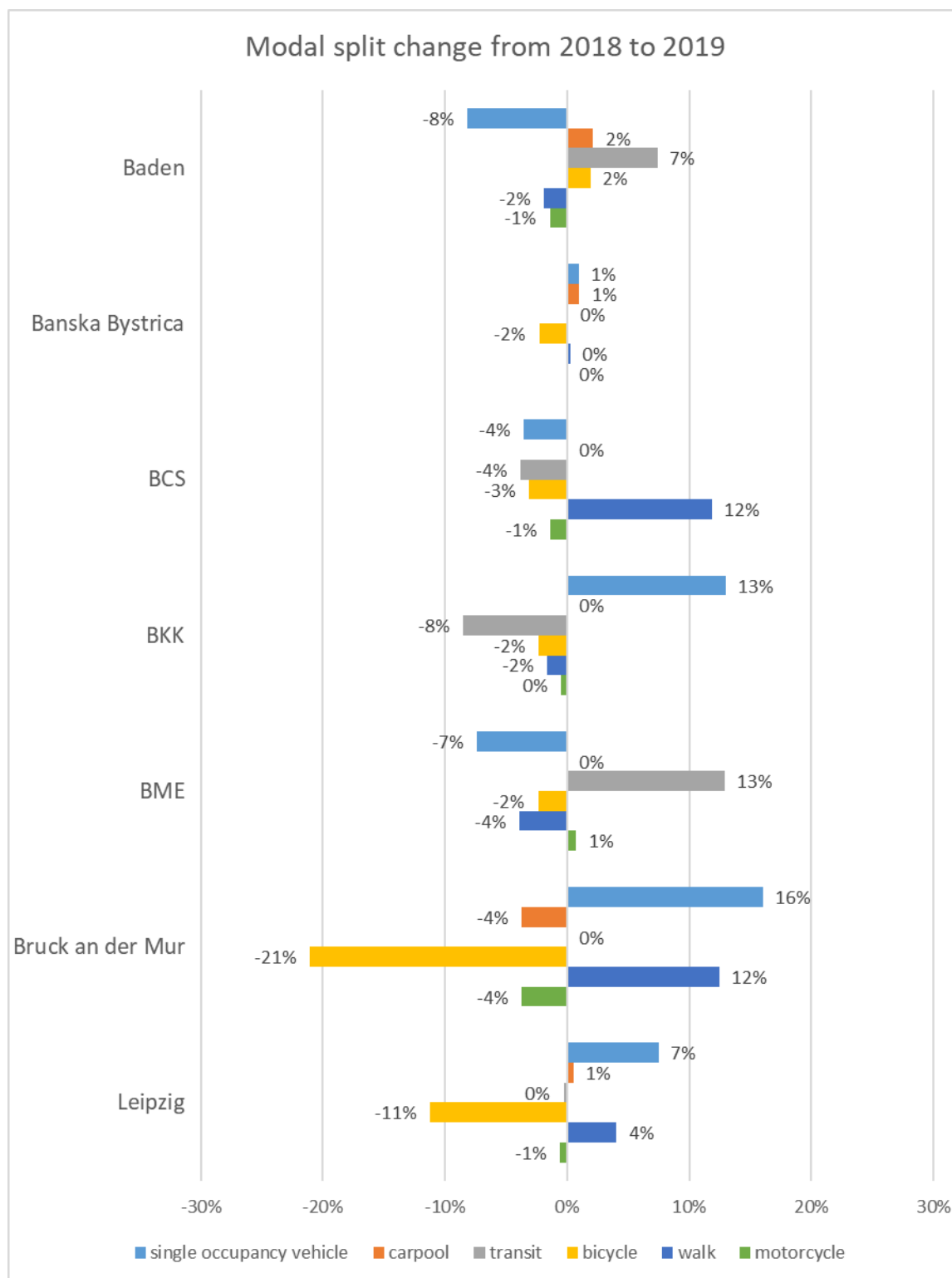
Békéscsaba (32%), Baden (29%) and Leipzig (25%) have the best share for *cycling*.

Ljutomer and Banska Bystrica have significant shares of *car-pooling* (24 % and 22 %).

Motorcycling seems not to be relevant in the 14 MOVECIT municipalities and institutions.

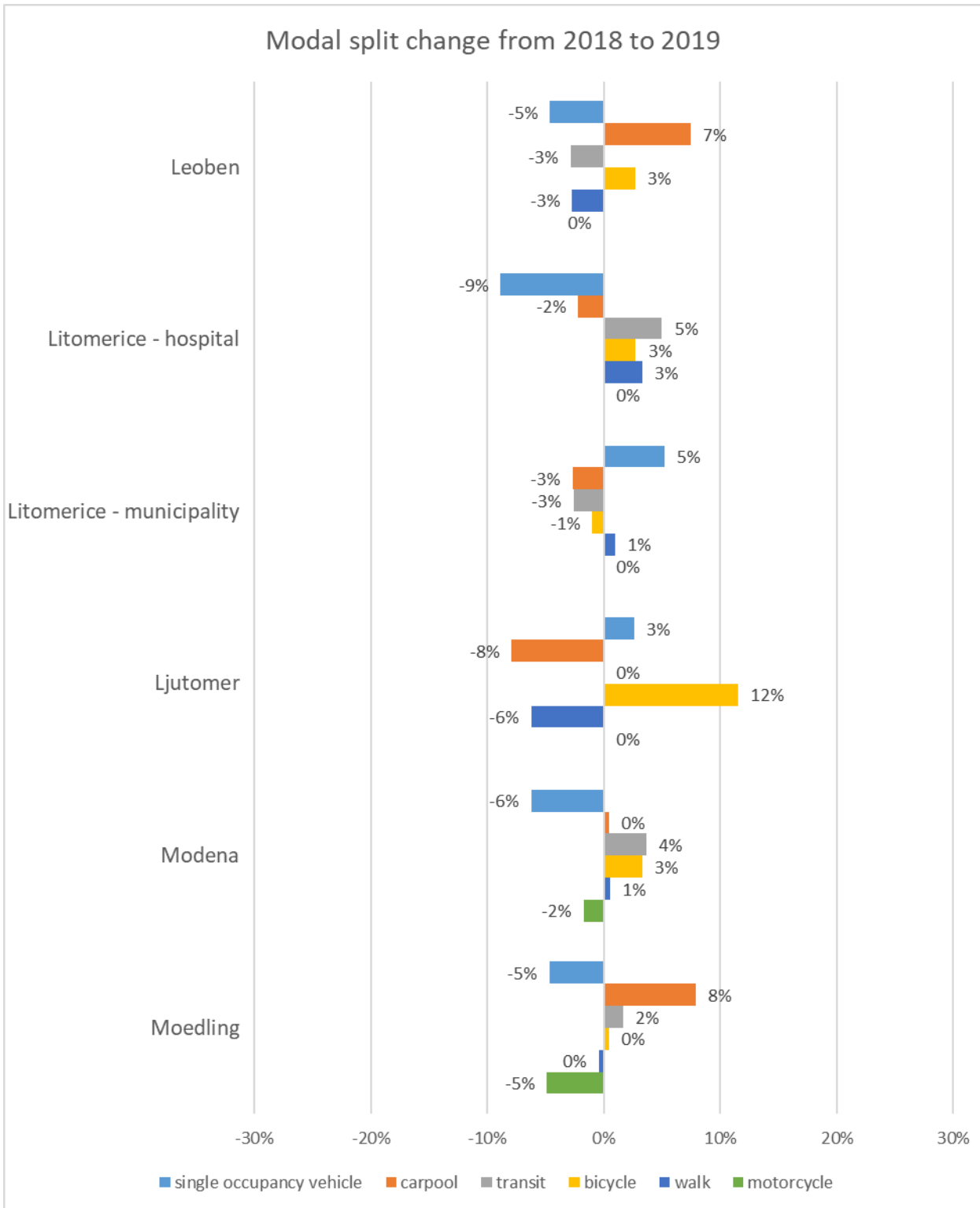


3.2. Modal split change between 2018 and 2019





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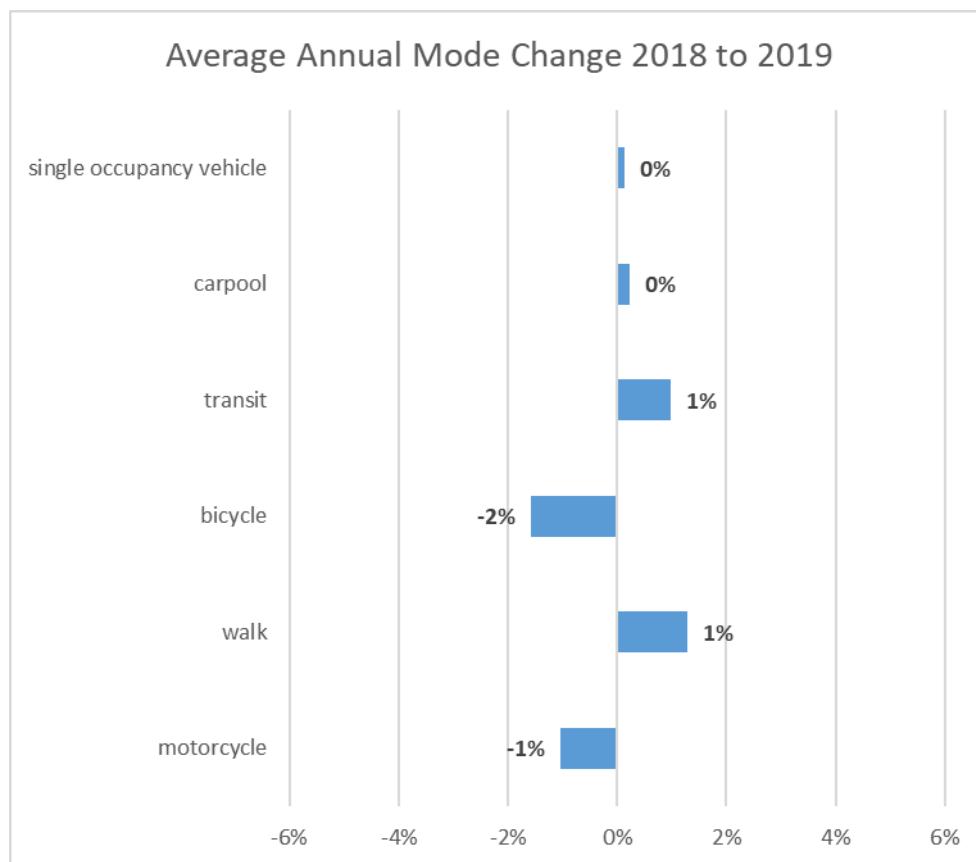


Figure 1 Average for all workplaces

Although there are significant changes in modal split across specific workplaces, overall results indicate only slight change. According to the survey data, slightly less employees commuted by bicycle (-2%) and motorcycle (-1%) and slightly more employees commuted by public transportation (+1%) and by walking (+1%).

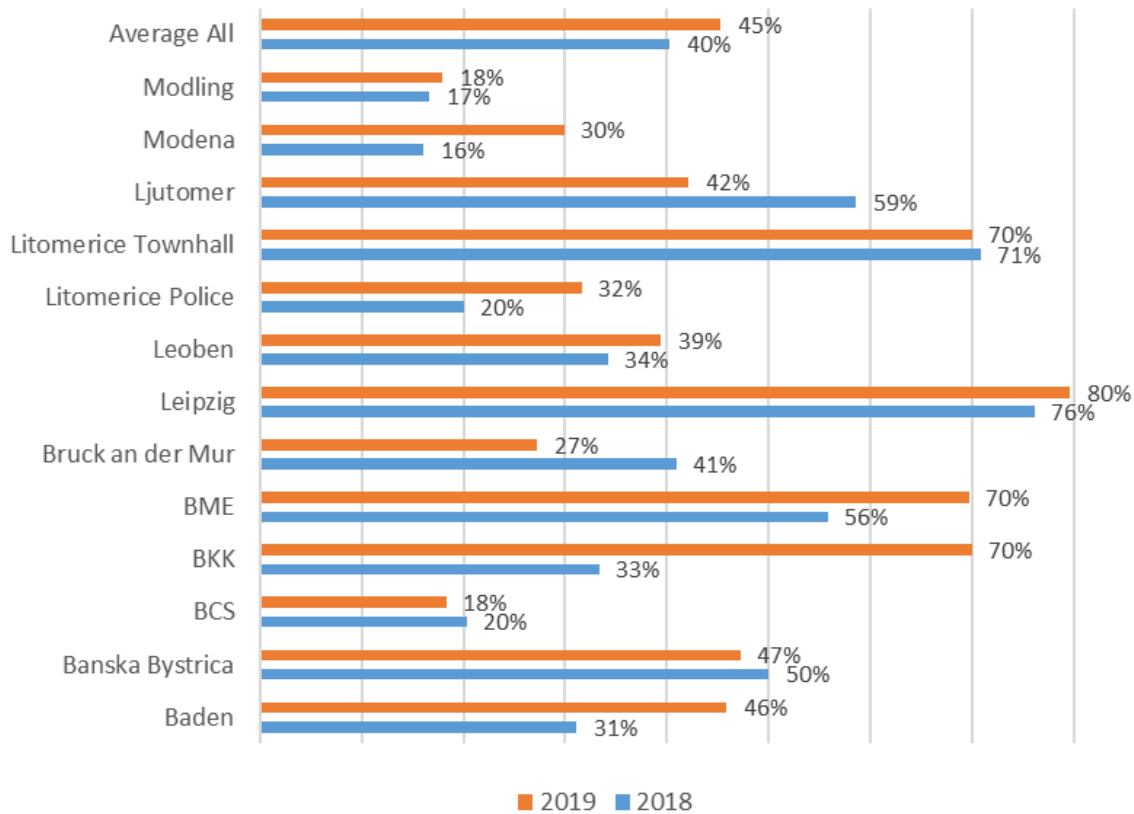
4. Results Business Trips

The second pillar of the modal-split survey was the mode choice of employees at business trips and service routes. In the questionnaire two types of business trips were asked:

- Business trips within the municipality
- Business trips beyond the municipality



Do you make business trips as a part of your job?





4.1. Business trips within a municipality 2019 by workplace

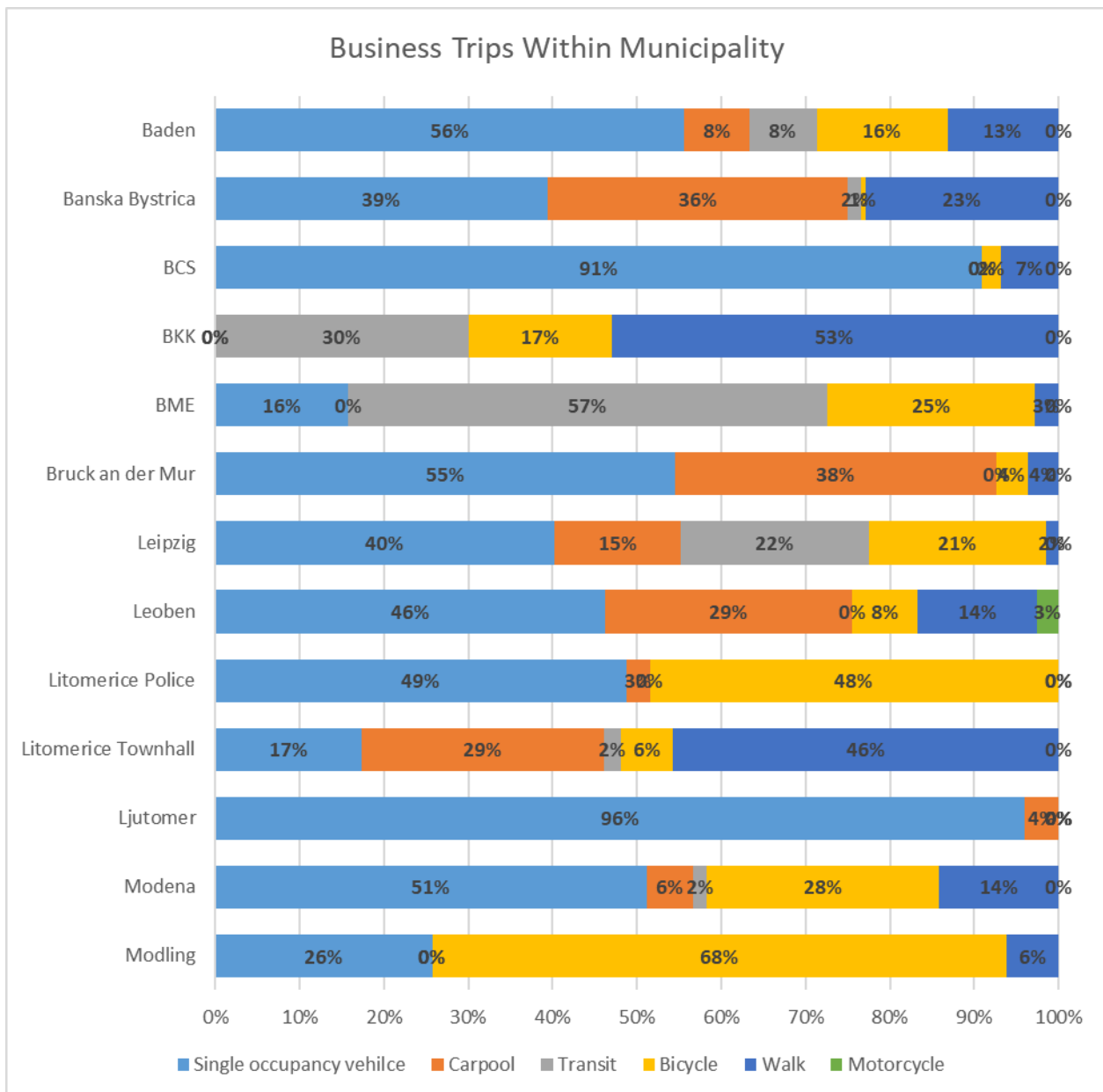
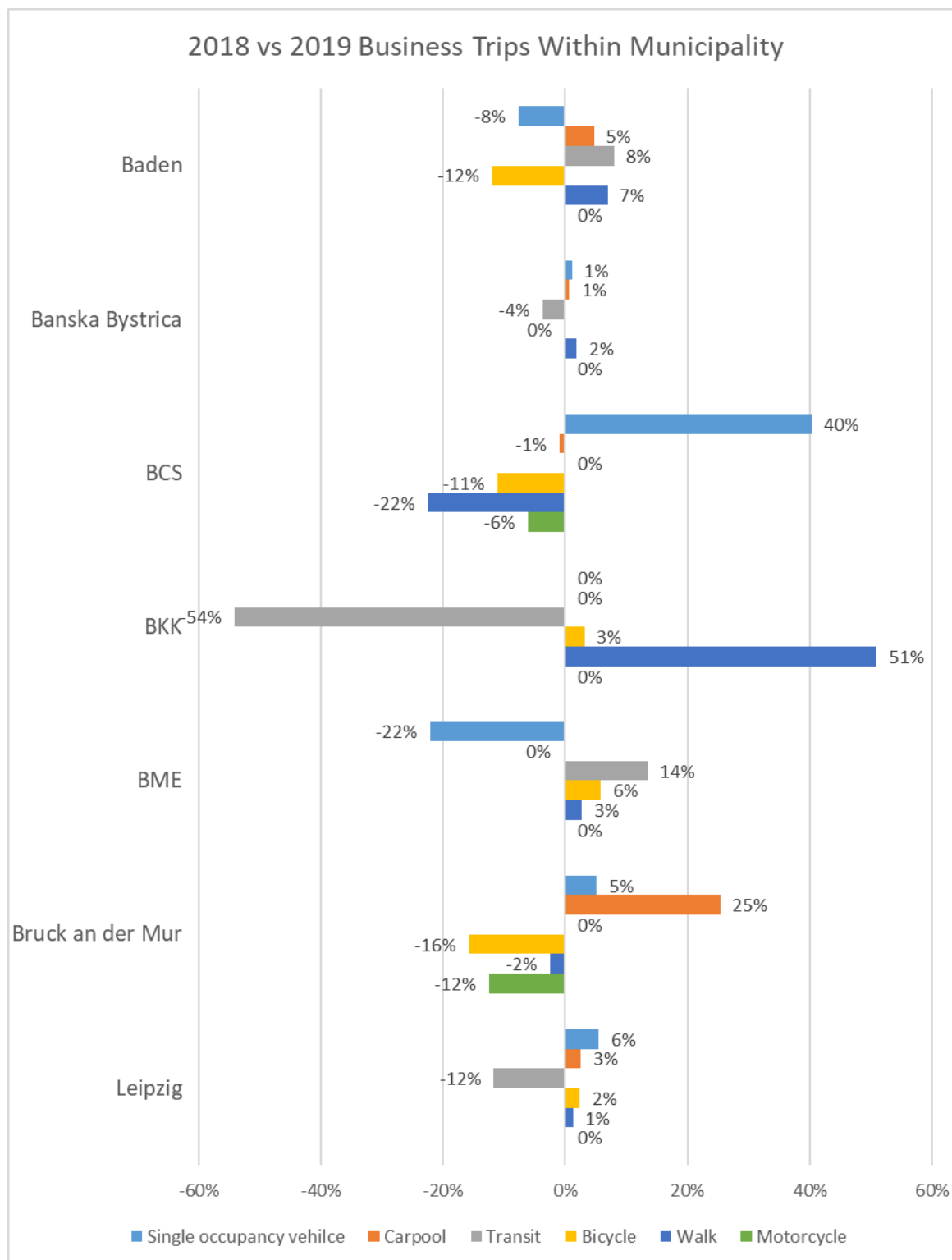
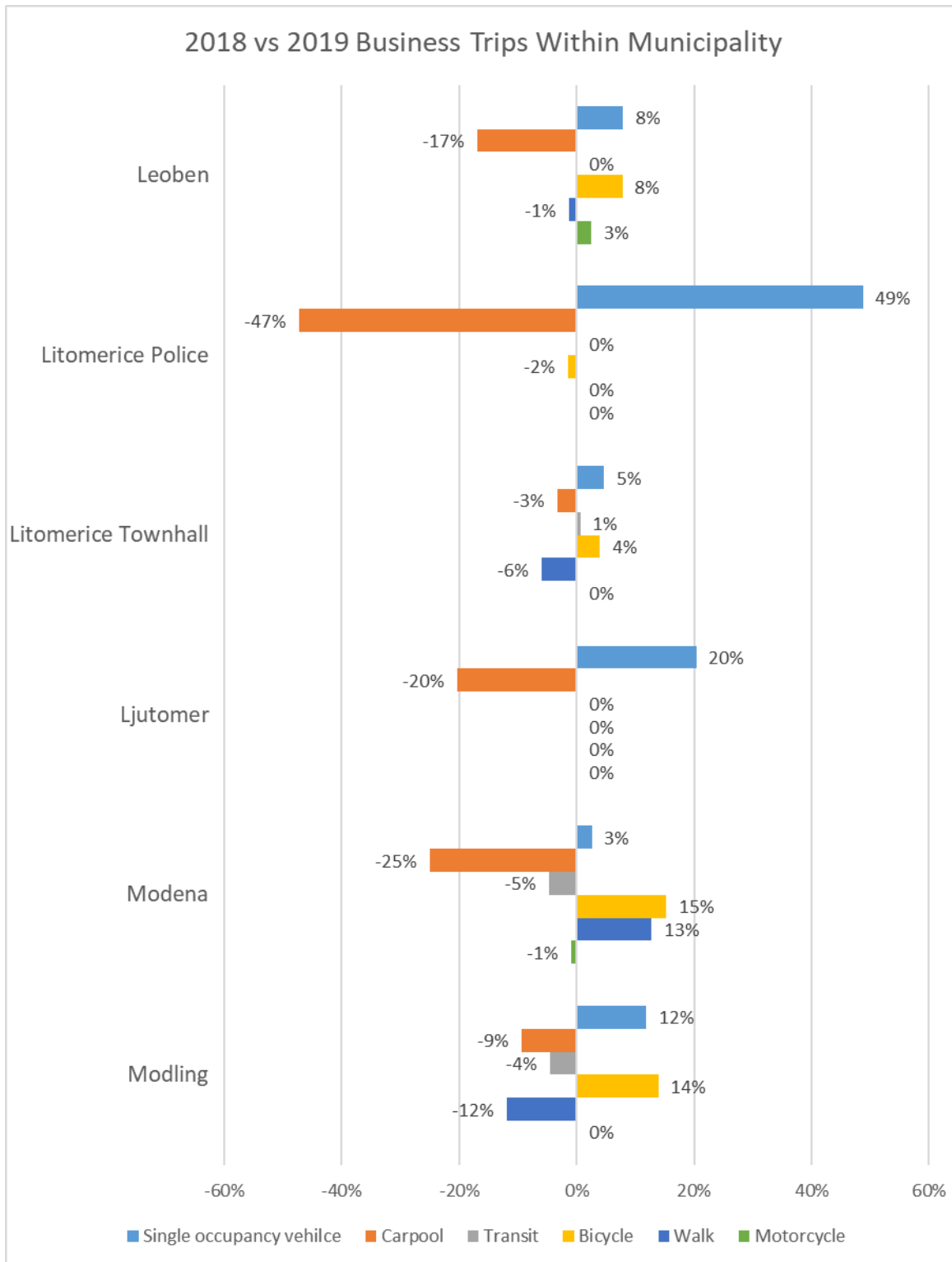


Figure 14: Modal-Split Business trips within municipality





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4.2. Business trips beyond a municipality 2019 by workplace

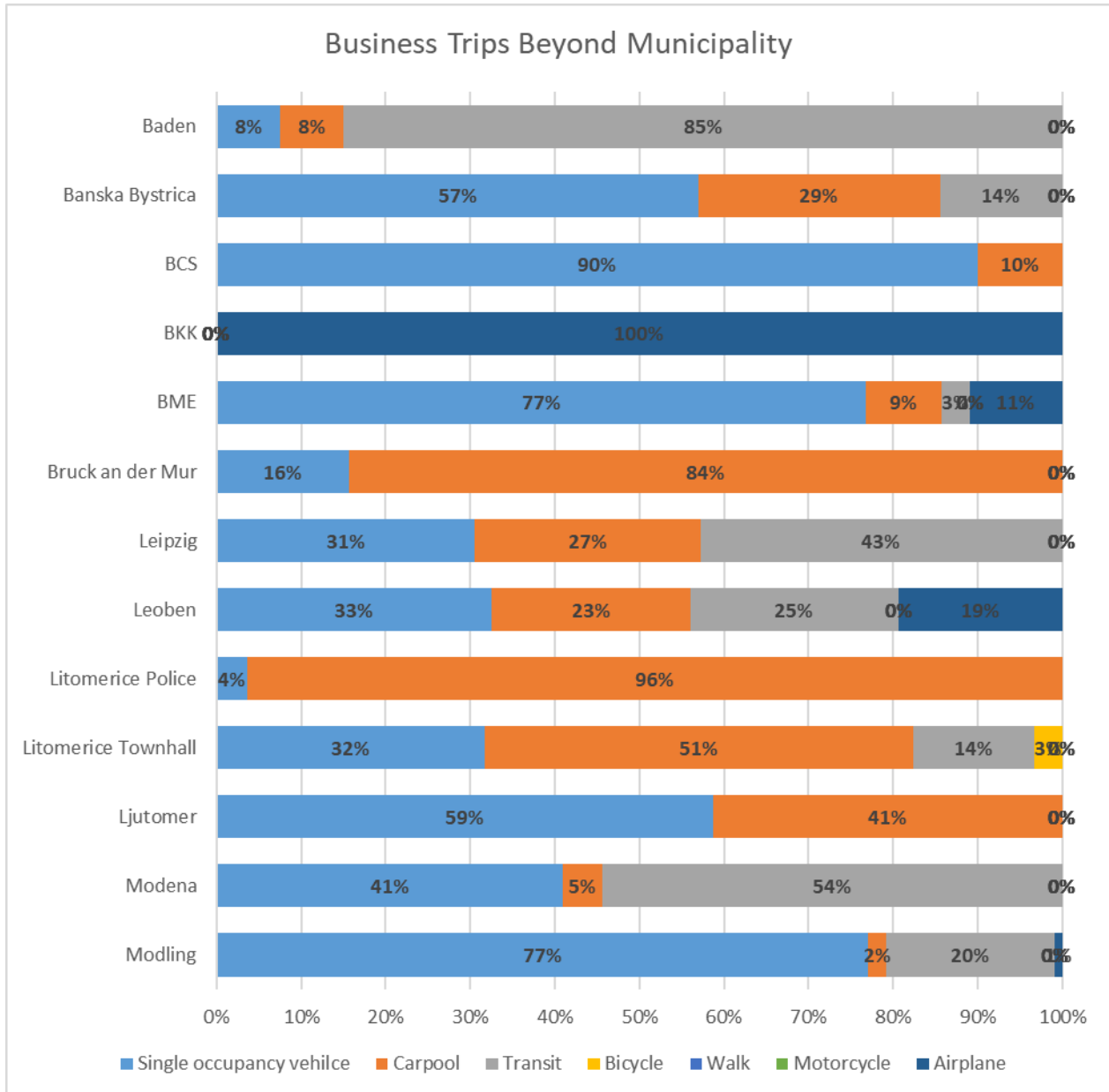
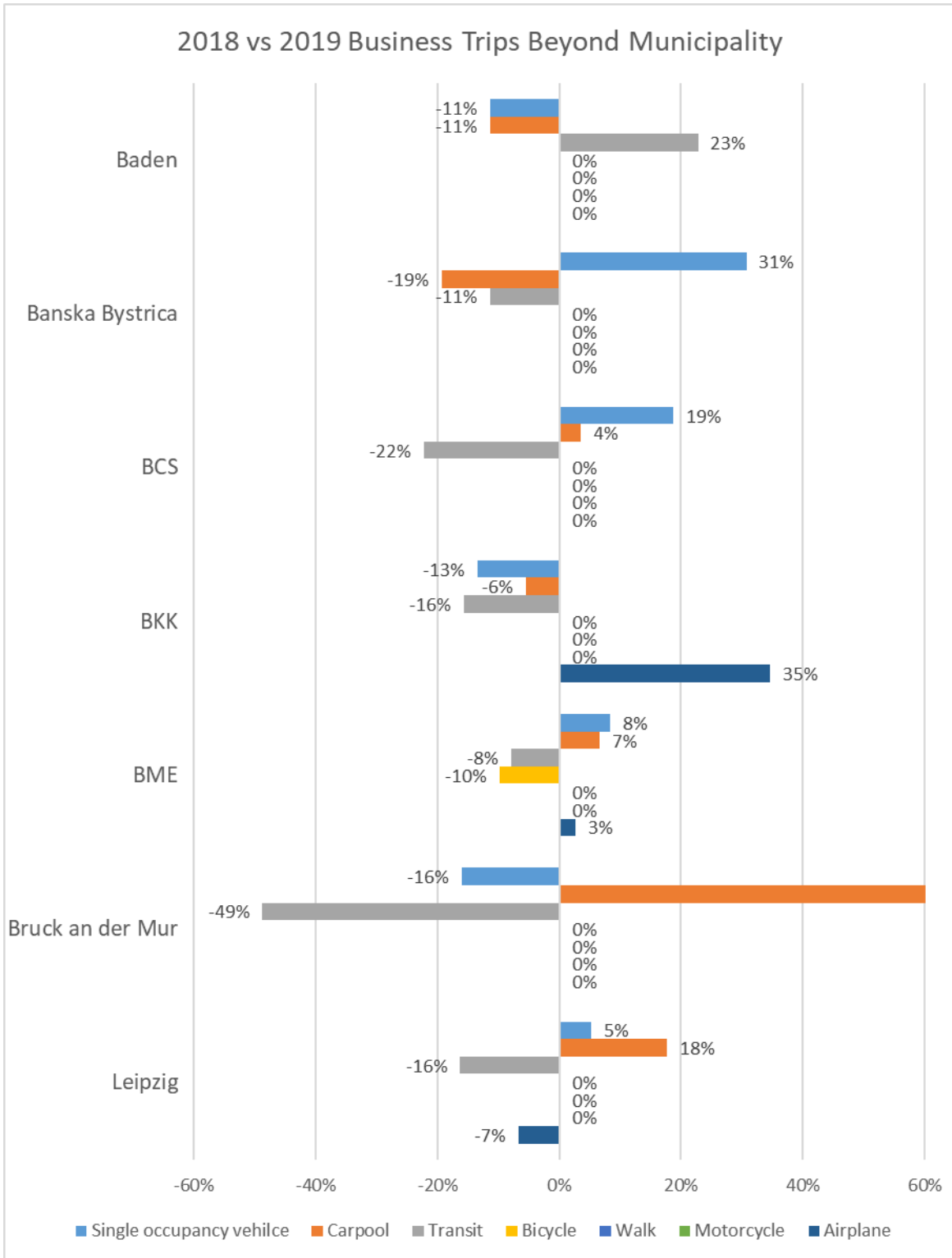


Figure 15: Modal-Split Business trips beyond municipality

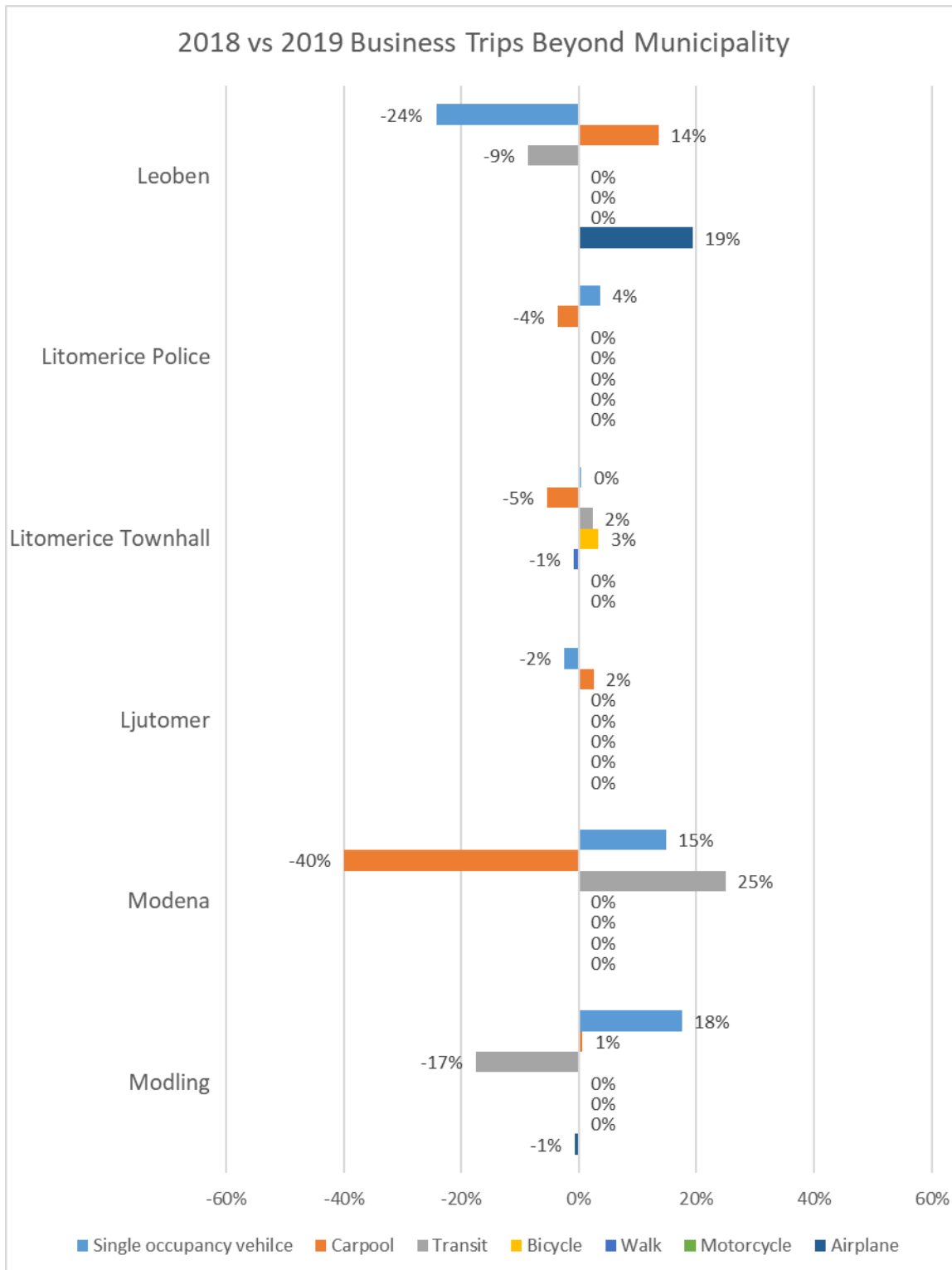


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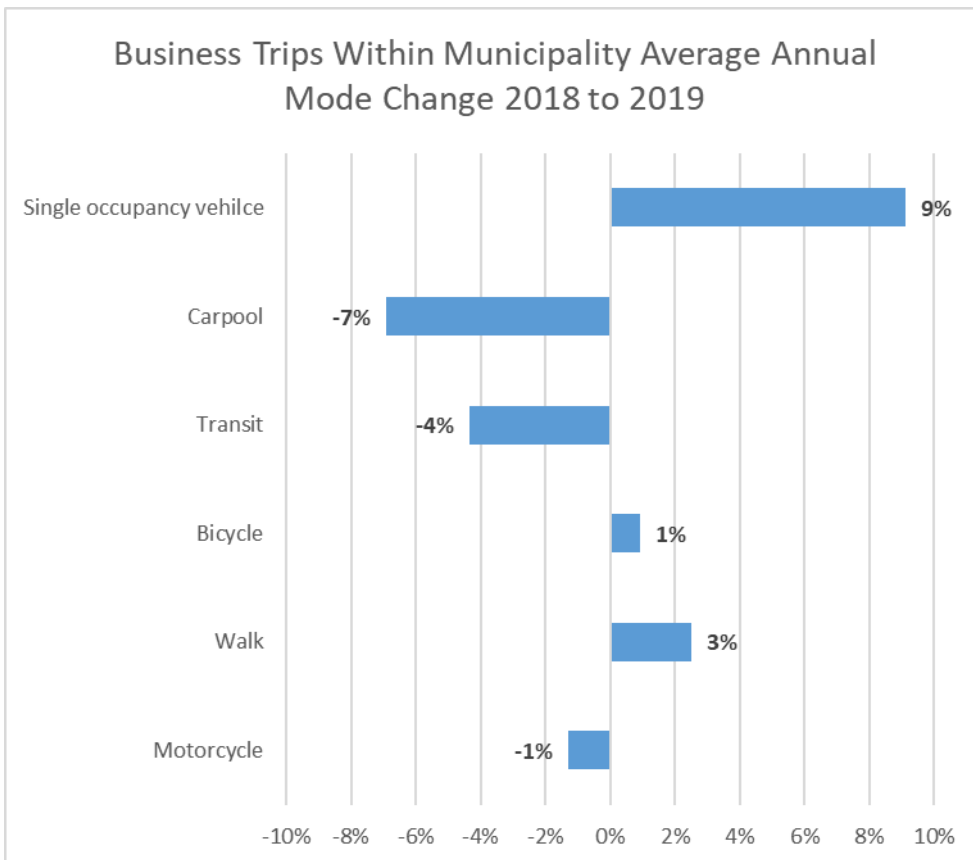
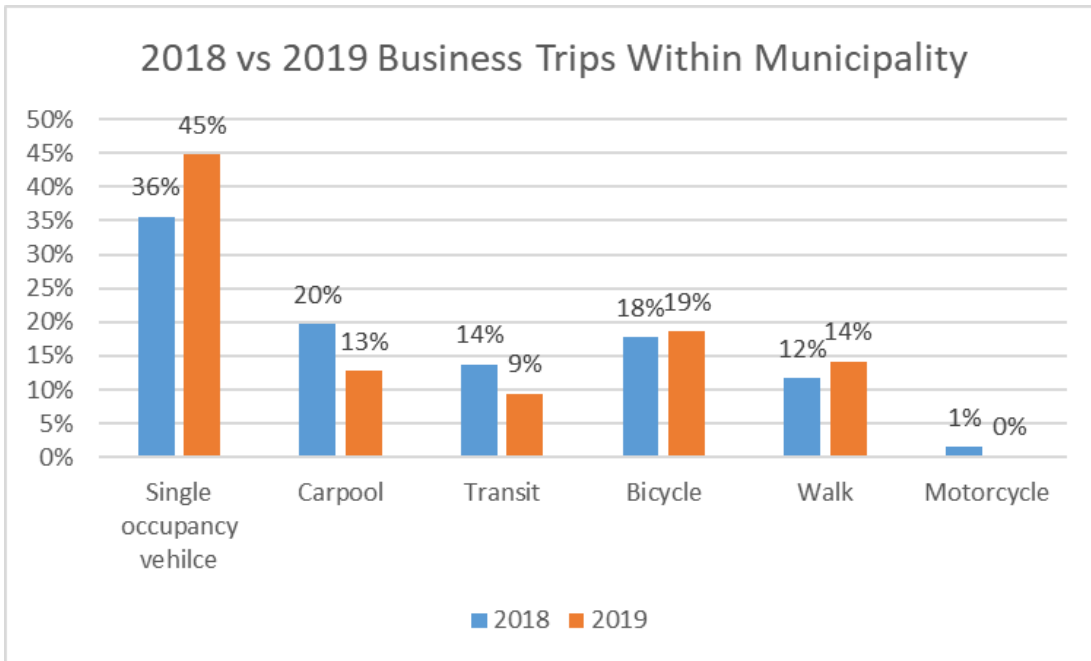


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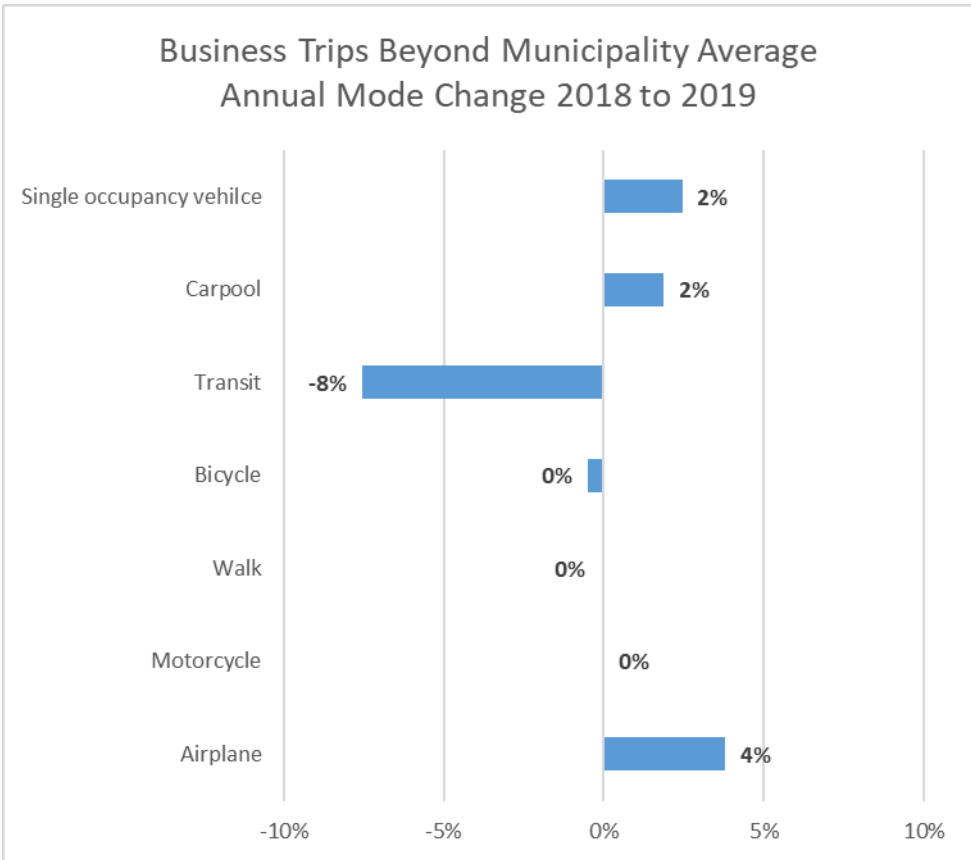
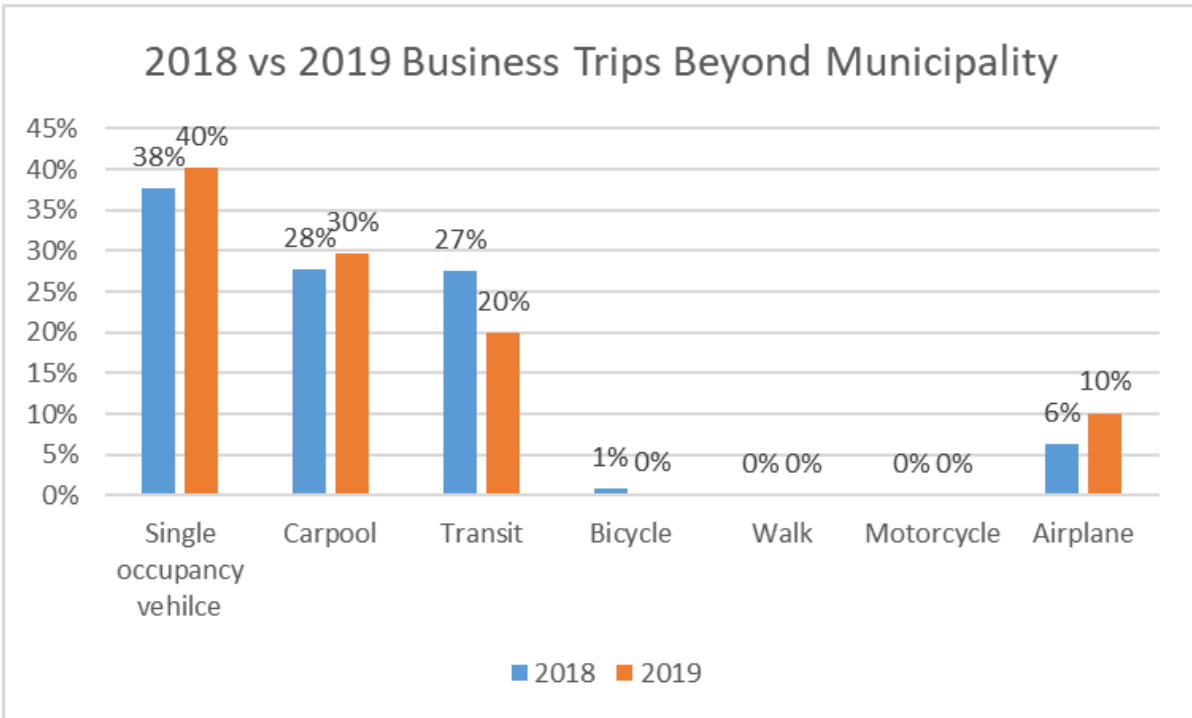
4.3. Business trips average results and annual change



As part of business trips within the boundaries of municipality, the number of single occupancy car journeys increased by nine per cent, the share of carpooling decreased by 7 per cent, the share of public transport by four per cent decreased. One per cent increased the share of cycling and three per cent increase the proportion of walking.



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If we look at business trips beyond the municipality, we will see a 2 percent increase in car travel, eight percent drop in public transport and four percent increase in air travel.



5. Findings

The results of the survey of traffic behaviour at the end of the Movecit project produce ambiguous results. While the results between 2017 and 2018 indicated a positive shift in strengthening sustainable mobility, between 2018 and 2019, on the contrary, there was a slight regression in commuting to work and more significant regression in business travel.

It should be borne in mind that business trips, especially those outside the community, are more random and the choice of means of transport is heavily dependent on the destination. The results of the latest survey may also be negatively impacted by a lower rate of return on questionnaires, down 10% year on year to 20% total rate of return.