



Changing Travel Behavior against the Background of Demographic Changes

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Travel behavior yesterday







Travel behavior today



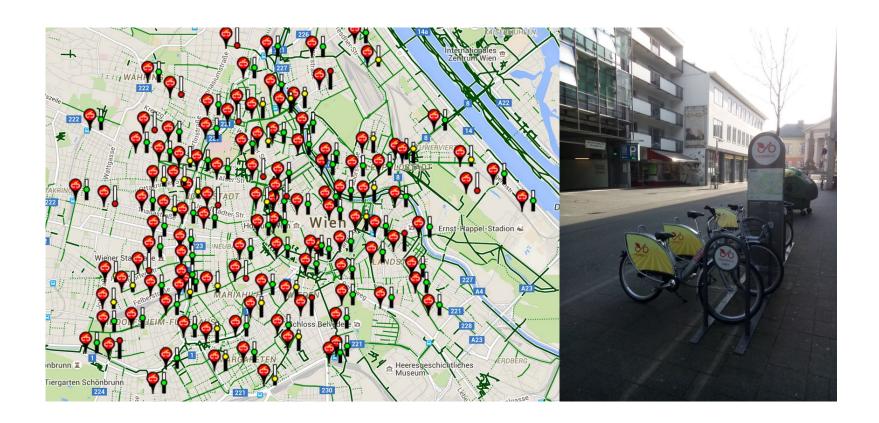


Source: pixelio.de, citybike.at; INOVAPLAN, moovel



Travel behavior today



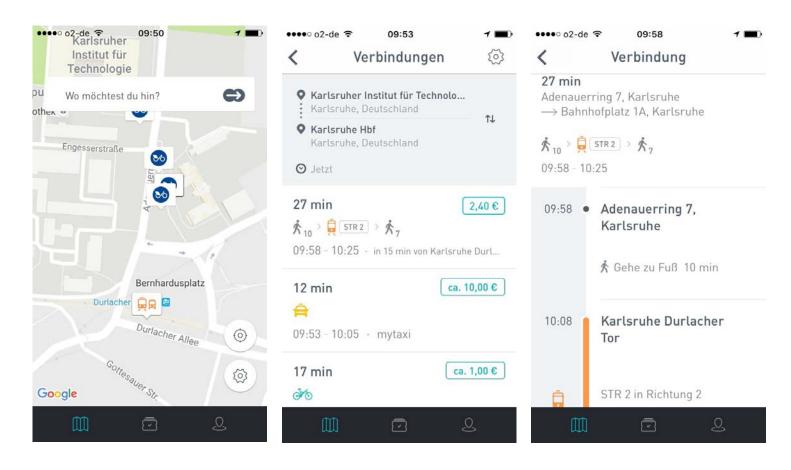


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Carsharing ... Bikesharing ... Mobility Apps ...

This is what we are talking a lot about ...

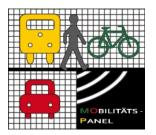
... but how is travel behavior developing beyond new services and will they be used by everyone in future?

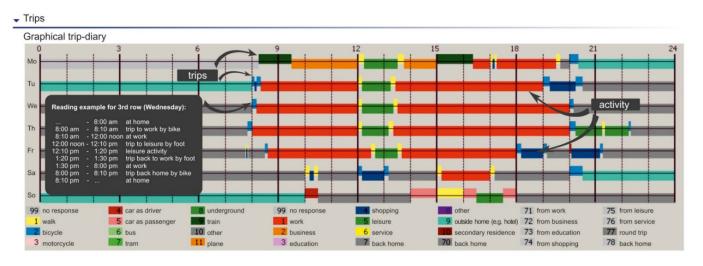
German Mobility Panel





- Annual survey (since 1994) on travel demand in German households
- Trip diary for a whole week
- People participate for three years in a row
- Analysis of mobility key values and the variety of personal travel behavior
- Identification of trends in mode choice

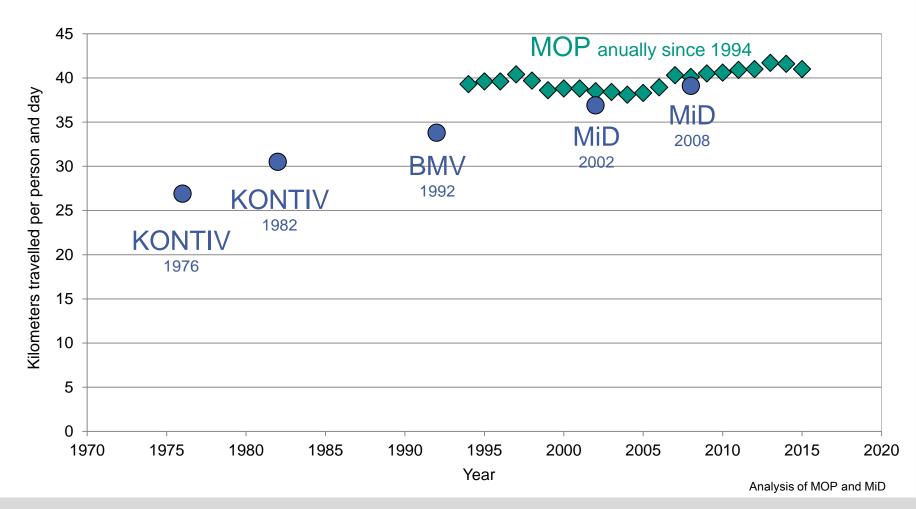






time series of distance travelled in Germany

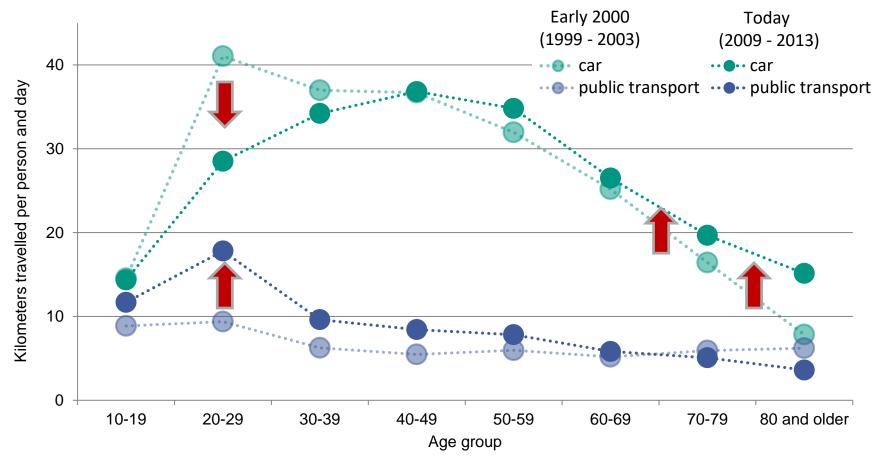






time series of mode usage in age groups

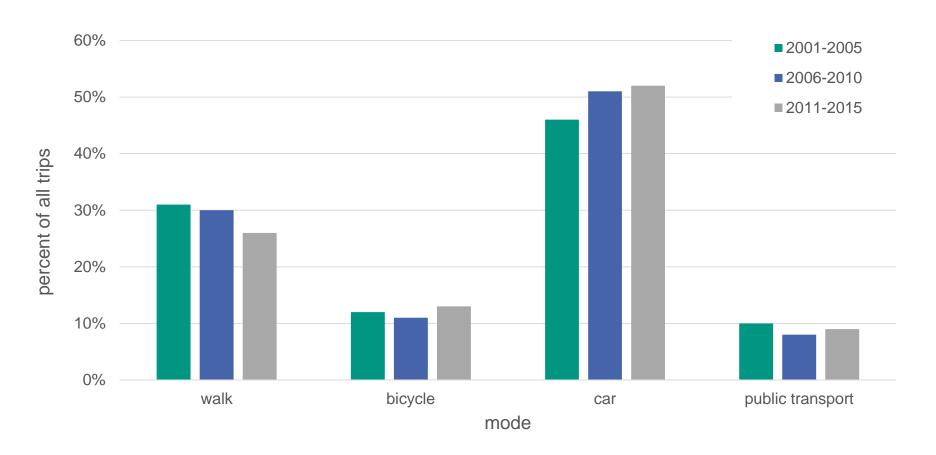






mode usage of older people (60 and older)

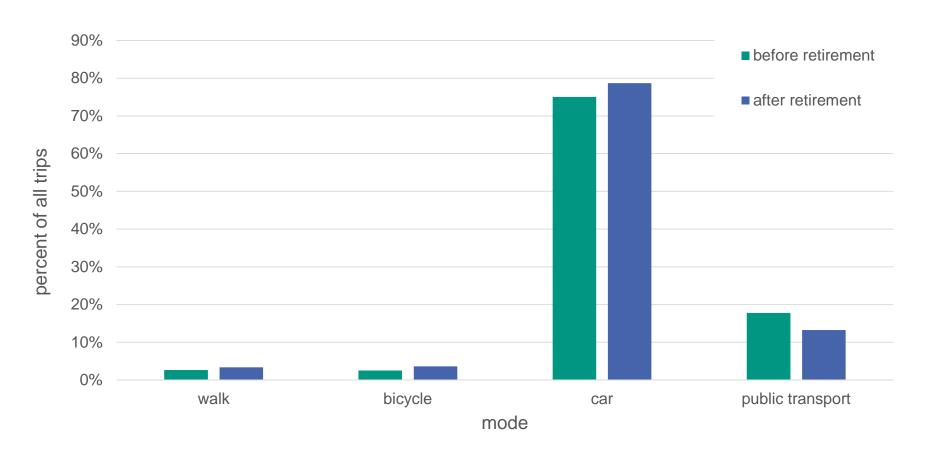






mode usage before and after retirement

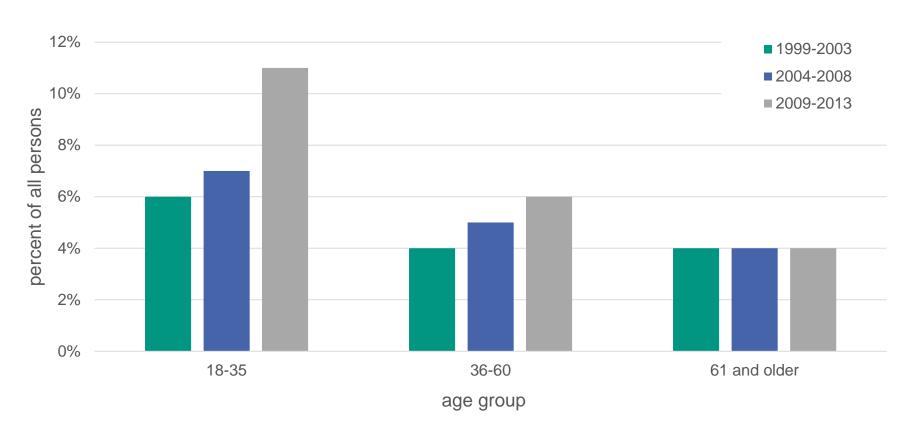






multi modality*





^{*} Usage of motorized individual traffic, public transport and bicycle at least once a week

Summary // Input for Discussion





- Distance travelled remains more or less constant
- Older people use their car more frequently
- Demographic change (seniors of tomorrow):
 - ~90% driver licenseship
 - Ritualized behavior
 - Own smartphones, but using apps?
 - Ongoing usage of cars in future?
- Multimodality
 - Affect younger people more than older people
 - Flexible mode usage as indicator for new mobility services?

How will the future look like?







Source: Qixxit

+ electric

+ autonomous



Questions // Discussion





Thank you for your attention!



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