Podcars for Internal Accessibility

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Six systems open for public

Morgantown, US (1975)
Masdar, UAE (2010)
Suncheon, S Korea (2014)
Rivium NL (1999)
London, UK (2011)
Cuernavaca, Mexico (2014)
ATN industry is mature for larger net

Example of a modest increase:
A: two-way track with 5 stops
B: Line separated: network with 10 stops

Effects A -> B:
- Corridor -> Service area
- + 63% track length
- + 350% Origin-Destination pairs
  (from 20 to 90 O-D pairs)
Urban development
Example Stockholm

1860 100 k inhabitants
1960 800 k inhabitants

Today 2 m inhabitants
Suburbs - travel pattern

Average, winter, 16-64 years
50 % local trips
20 % to city (commuters)
30 % other destinations
Suburbs - mode split

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Data: Värmdö, Sigtuna/Arlanda
Example Värmdö (Ingrid)

School

Work

Shops

Grandma

Home
Low density $\rightarrow$ urban cores

Airport City
Stockholm
800 ha (4 mi$^2$)

Master plan:
grow from 20,000
to 50,000 work-
places in two
decades
More value from better land use

Existing plan 2005

Masterplan Courtesy: Khall, Schweiss, Quinn

Public space
Added values

Commute to work:
• easy access locally, regionally – also early hours
• don’t have to use car – save costs
• travel time of your own use
• fixed travel time – don’t miss appointments
• democratic – for all (young, old, handicapped, poor, no driving license, ill, etc)

Customers:
• easy access internationally, nationally, regionally and locally – good for your business

Lunch breaks, afternoon activities:
• easy access to all local attractions
• local restaurants – no micro oven

Family:
• total offer with housing, school, services, leisure, culture, sports, etc.

Office environment:
• more public space, less parking space – room with a view?
• street life, social qualities, clusters

The man on the street

And image:
• it is fun to ride (at least for customers)
• cutting edge – profile of green technology your company can benefit from
Walking environment (in Podcar City cores)

Hjalmar Branting Square, Gothenburg, Sweden

Source: Petter Larsson, SLU