

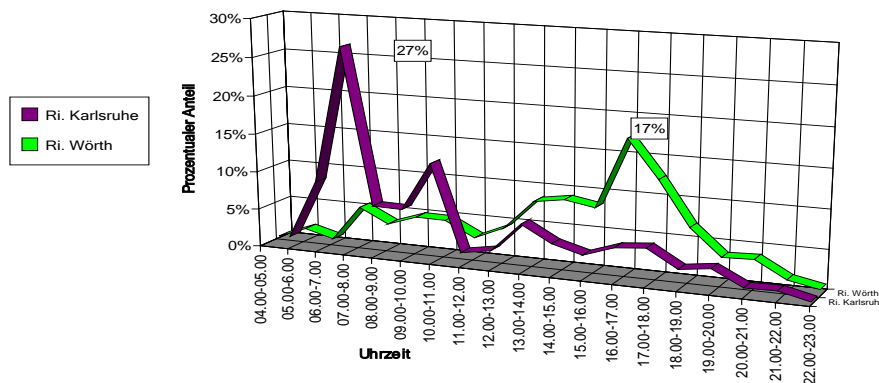
Demand effects resulting from the new light rail service S5 Wörth – Karlsruhe

Research

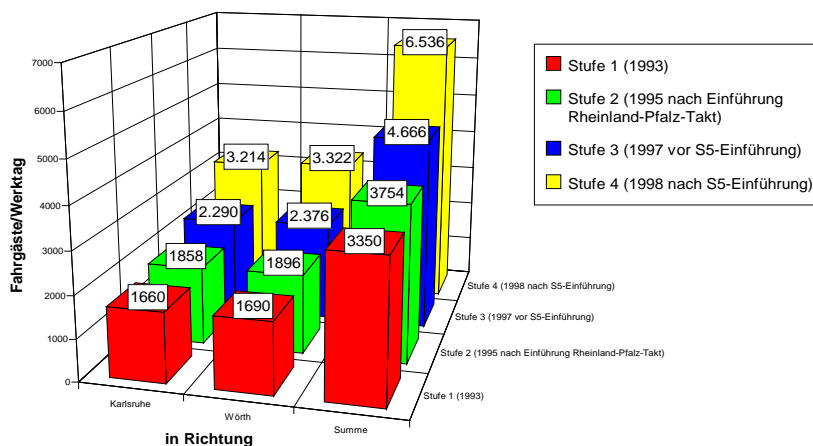
Analysis of the before and after surveys in public transport and private car traffic.

Clients: Ministry for Ecology and Transportation of BW, Ministry for Economics, Transportation and Agriculture RP, Transport authority of Karlsruhe and Karlsruhe.

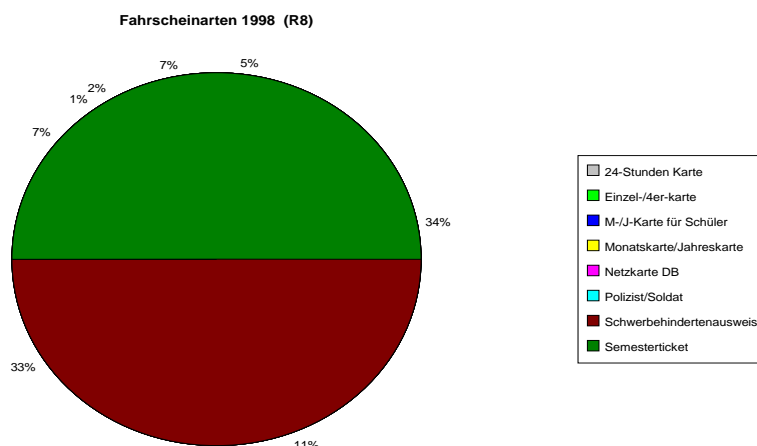
End: 1999



Number of passengers on the R8 in 1998



Development between 1993 and 1998 of public transport demand crossing the Rhine



The use of different tickets by passengers using the R8 in 1998

Between Karlsruhe and Wörth only one large bridge crosses the Rhine. This was an ideal starting point to carry out a before-after survey concerning the introduction of the new light rail line S5. This situation guaranteed reliable information about the effects of the different measures in public transport including the influence on private car usage.

The overall survey covered the development between 1993 and 1998.

In 1995, the Rheinland-Pfalz-Frequenz (an integral time table covering all of Rheinland-Pfalz) was introduced together with a first light rail link between Karlsruhe and Wörth still along the existing railway tracks from Wörth station to Karlsruhe main station. In parallel a first analysis of the 1995 survey gave a good overview of the demand development due to these measures.

The next stage of the survey in 1997 provided the results of the introduction of the Karlsruhe tariff system (KVV) in the southern part of Rheinland-Pfalz.

Finally in 1998 the overall survey was finished after a comprehensive travel survey, which also included a household survey. In 1998 the dual mode light rail line S5 between the pedestrian zone of Karlsruhe and Wörth city centre was built

Links to other projects/clients: