

# KVU OSLO- NAVET

## Benchmarking Oslo vs other European cities

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Ruter#



Jernbaneverket

# Why benchmarking? Learning from others...

**9 cities from 6 European countries**  
**population city 390000 - 799000**  
**population agglo 1.0 - 2.5 Mio**



**Oslo (No) 630000 / 1502000**

**Gothenburg (Sw) 530000 / 1580000**

**Stuttgart (Ger) 613000 / 2416000**

**Frankfurt (Ger) 690000 / 2222000**

**Leipzig (Ger) 520000 / 1090000**

**Zurich (Sui) 390000 / 1490000**

**Lyon-Villeurbanne (F) 636000 / 2188000**

**Amsterdam (NL) 799000 / 1428000**

**Manchester (UK) 510000 / 2553000**

# PT-portfolio in benchmarking agglos

	Light Rail						
	Railway	Metro	/Tram	Bus	Funicular	Ferry	Other
Oslo/Ruter	✓	✓	✓	✓		✓	
Gothenburg/Västtrafik	✓		✓	✓		✓	✓
Stuttgart/VVS	✓		✓	✓			
Frankfurt/TraffiQ	✓	✓	✓	✓			
Leipzig/LVB	✓		✓	✓			
Zürich/ZVV	✓		✓	✓	✓	✓	
Lyon/Sytral	✓	✓	✓	✓	✓		
Amsterdam/GVB	✓	✓	✓	✓		✓	
Manchester /TfGM	✓		✓	✓			



## Problems or weaknesses:

- ▶ Area/agglo definition
- ▶ Data availability for area definition
- ▶ Data availability for railway share
- ▶ Train-kms  $\neq$  vehicle-kms
- ▶ Not all data for exactly same year

**But: missing scientific perfection is ok as long as message and conclusions are still on safe side!**

**Data availability for area definition:  
Service area of urban PT goes beyond city  
limits- data only available for PT-region**

**Examples:**

- ▶ **Oslo – Ruter area 1.2 Mio population;  
bigger than city, smaller than “total” agglo  
= something “in between”**
- ▶ **Gothenburg – Västtrafik area bigger than  
actual Gothenburg agglo**
- ▶ **Lyon – Sytral area, same as for Oslo**

# Benchmarking criteria (general)

## Population

Area size (=) population density

Car ownership

Age structure

Unemployment

Working places (=) w.p./inhabitant

Commuters incoming/outgoing

Modal Split

Fare single trip

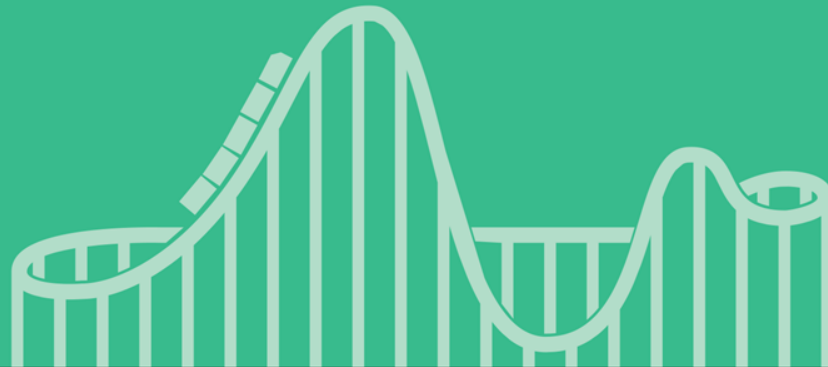


# Benchmarking criteria (PT-related)

PT-offer (=) vehicle-kms/inhabitant

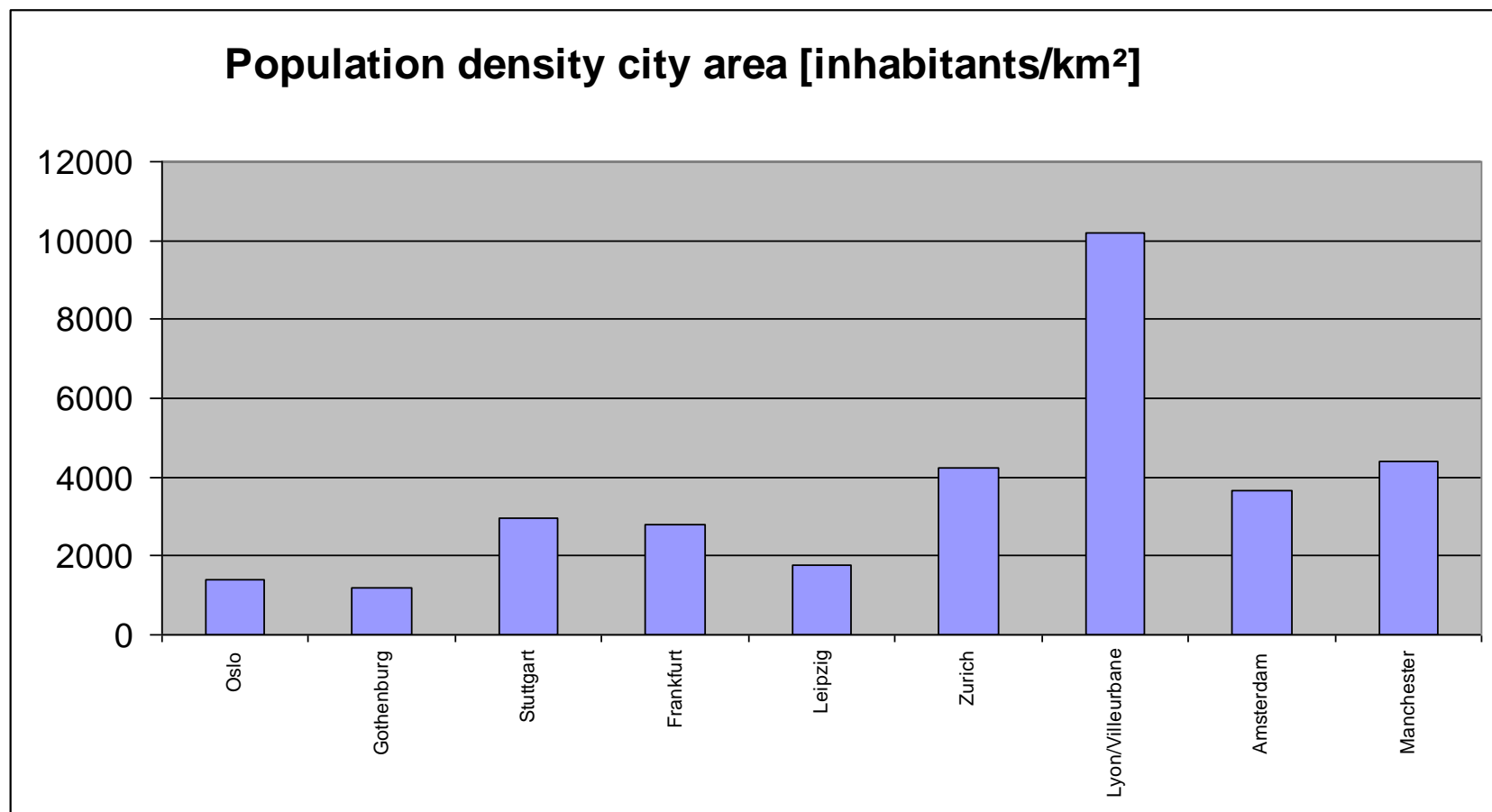
PT-trips (=) PT-trips/inhabitant  
(=) efficiency

PT-trips (=) PT-trips/vehicle-km  
(=) efficiency

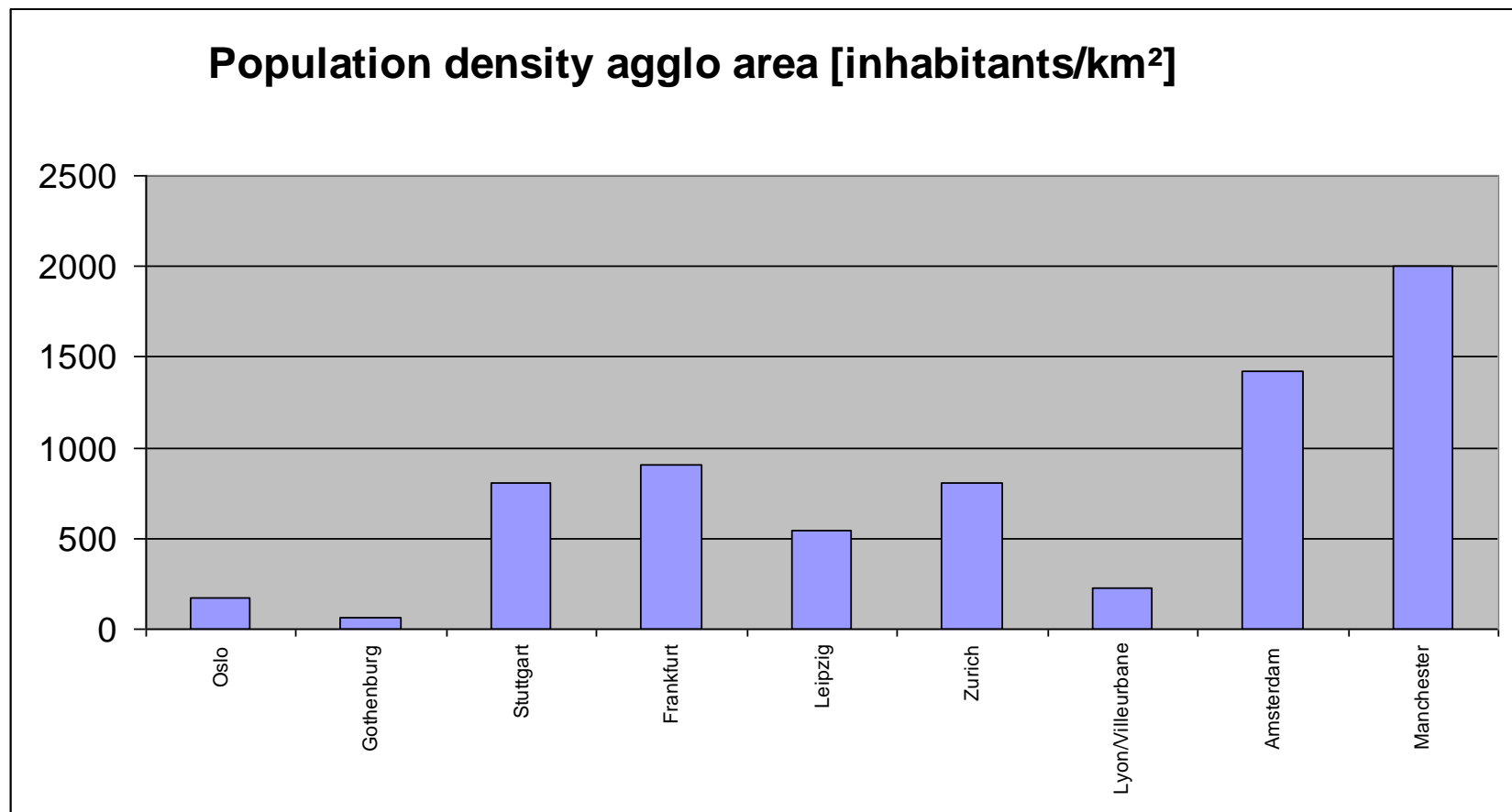




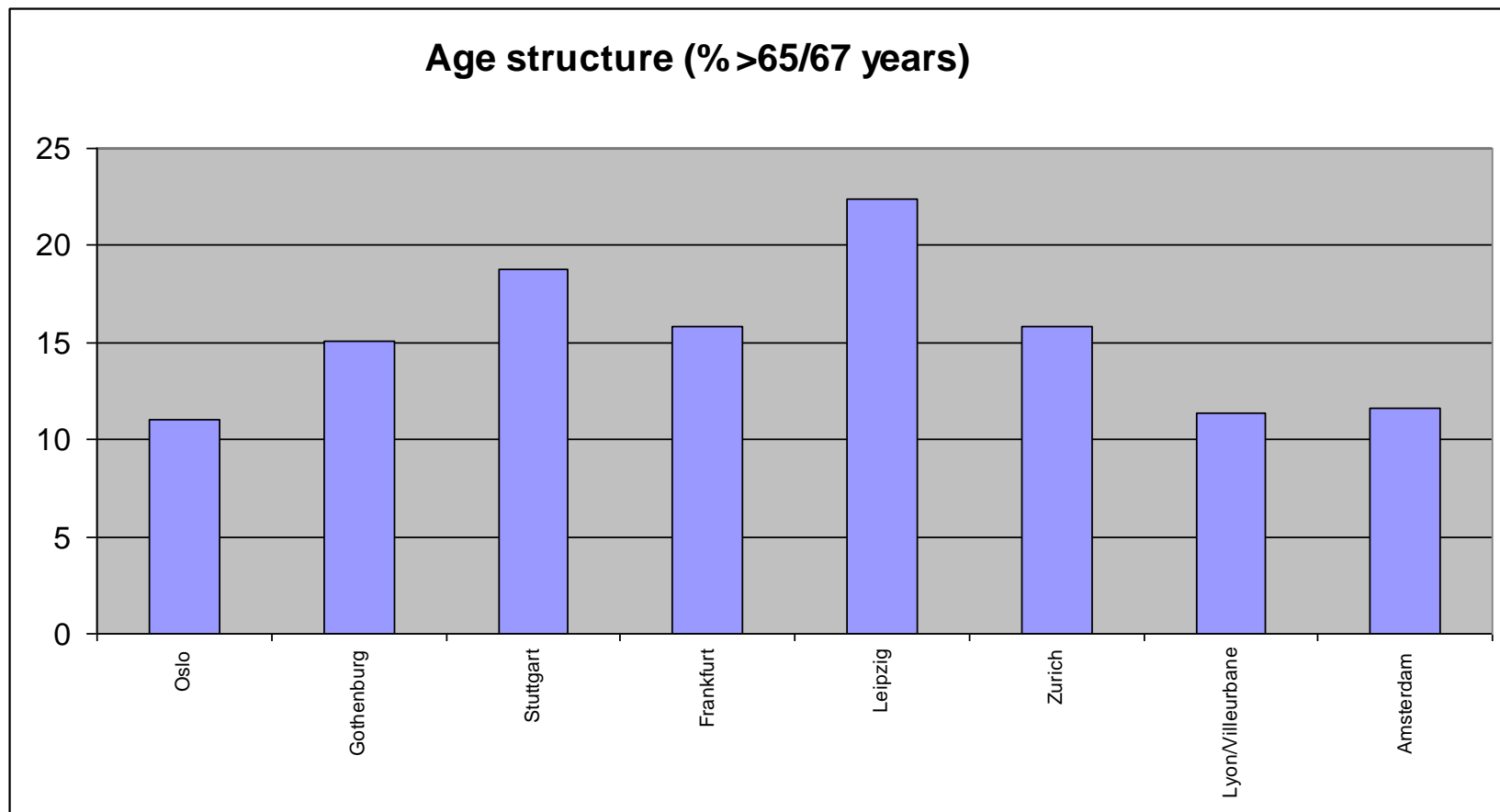
# Some benchmarking results



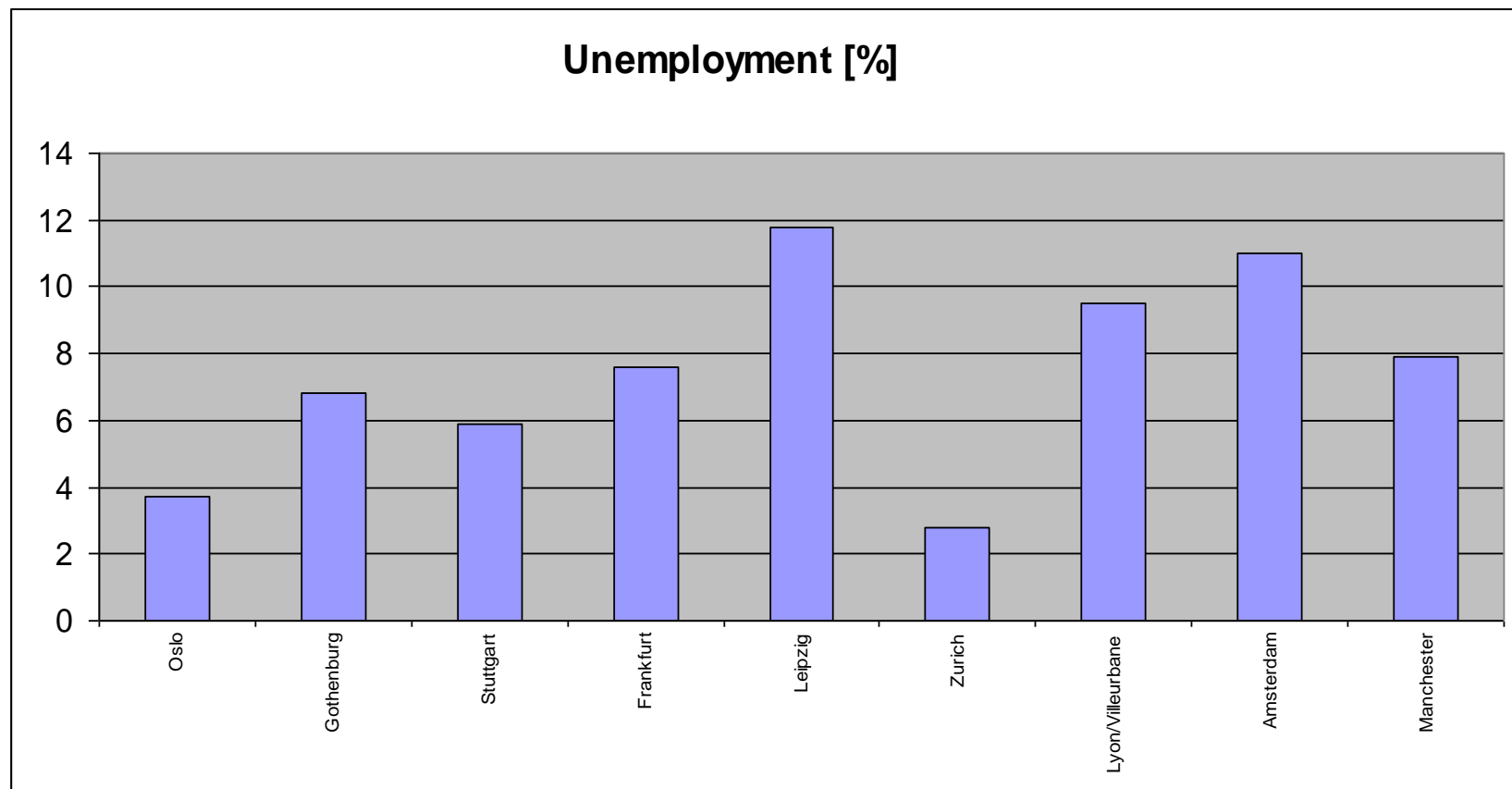
# Some benchmarking results



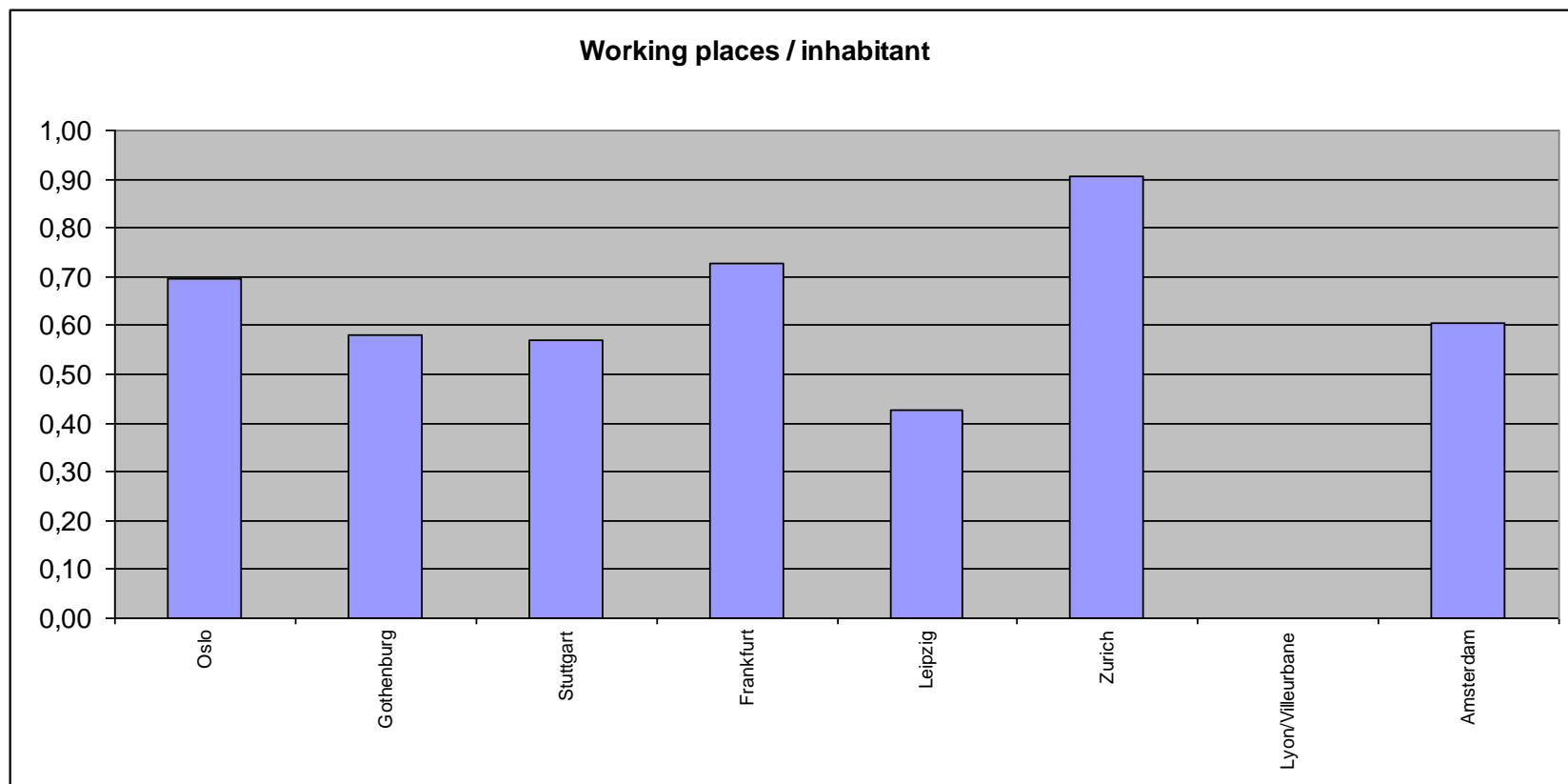
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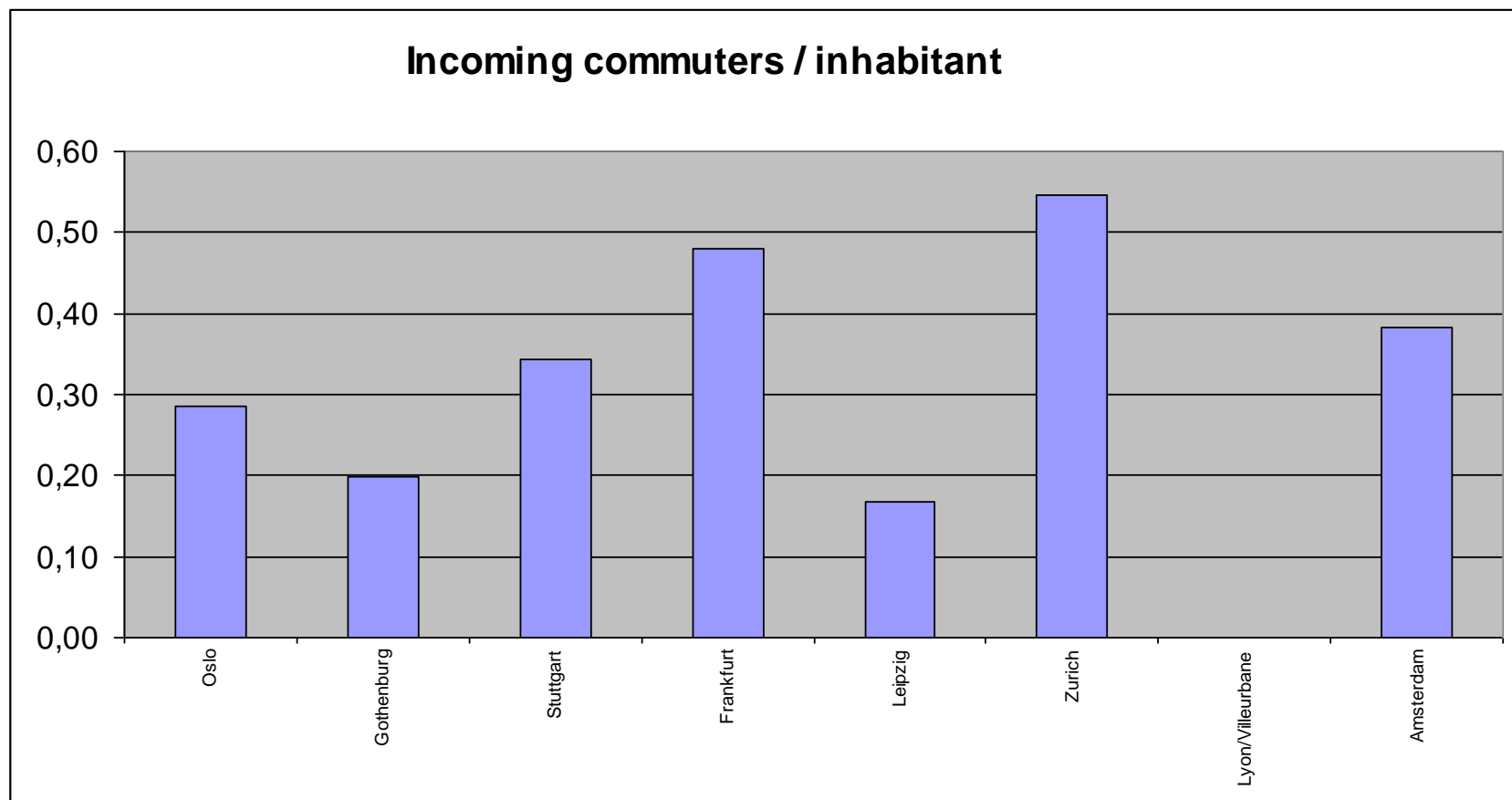
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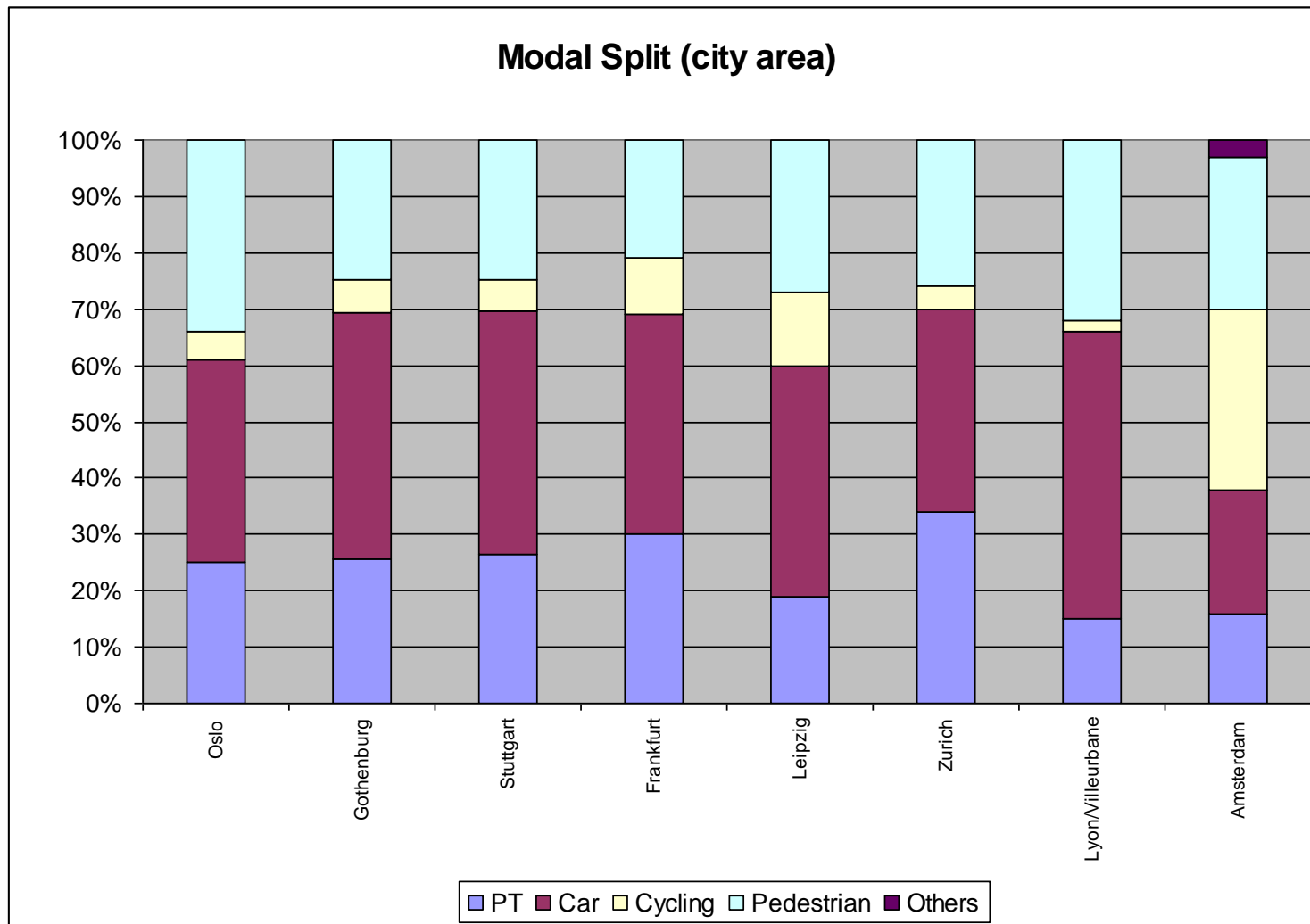
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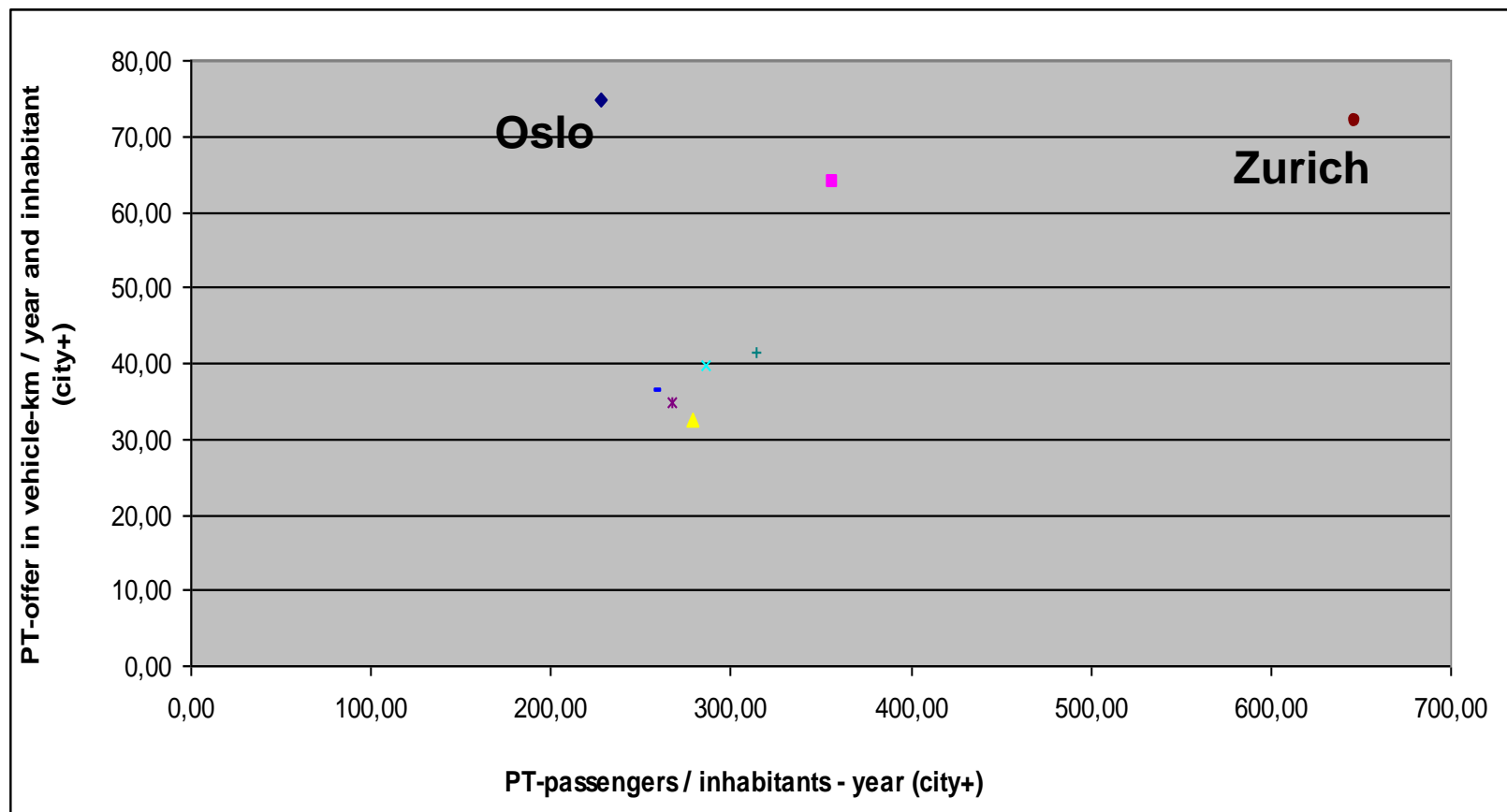
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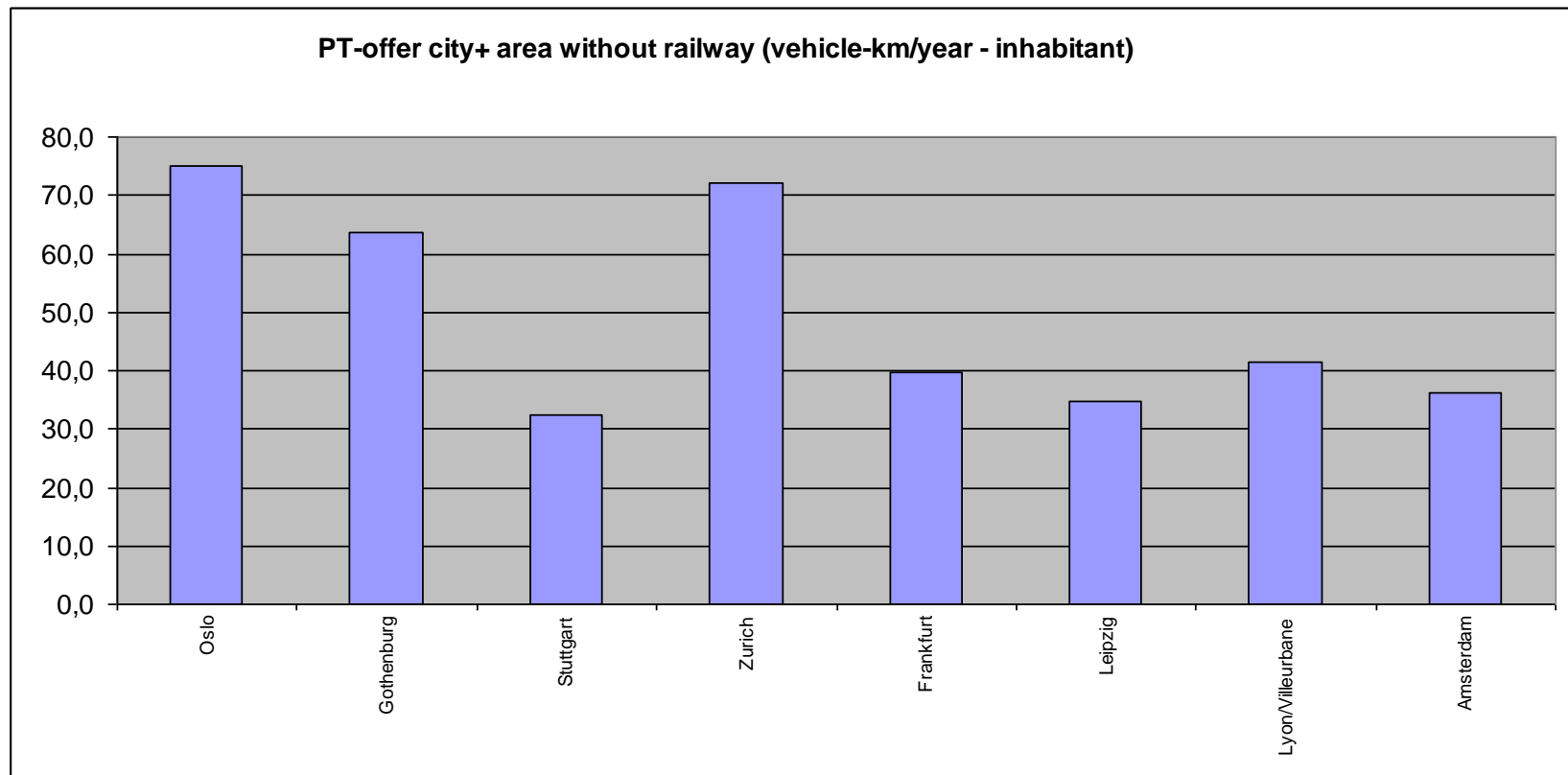


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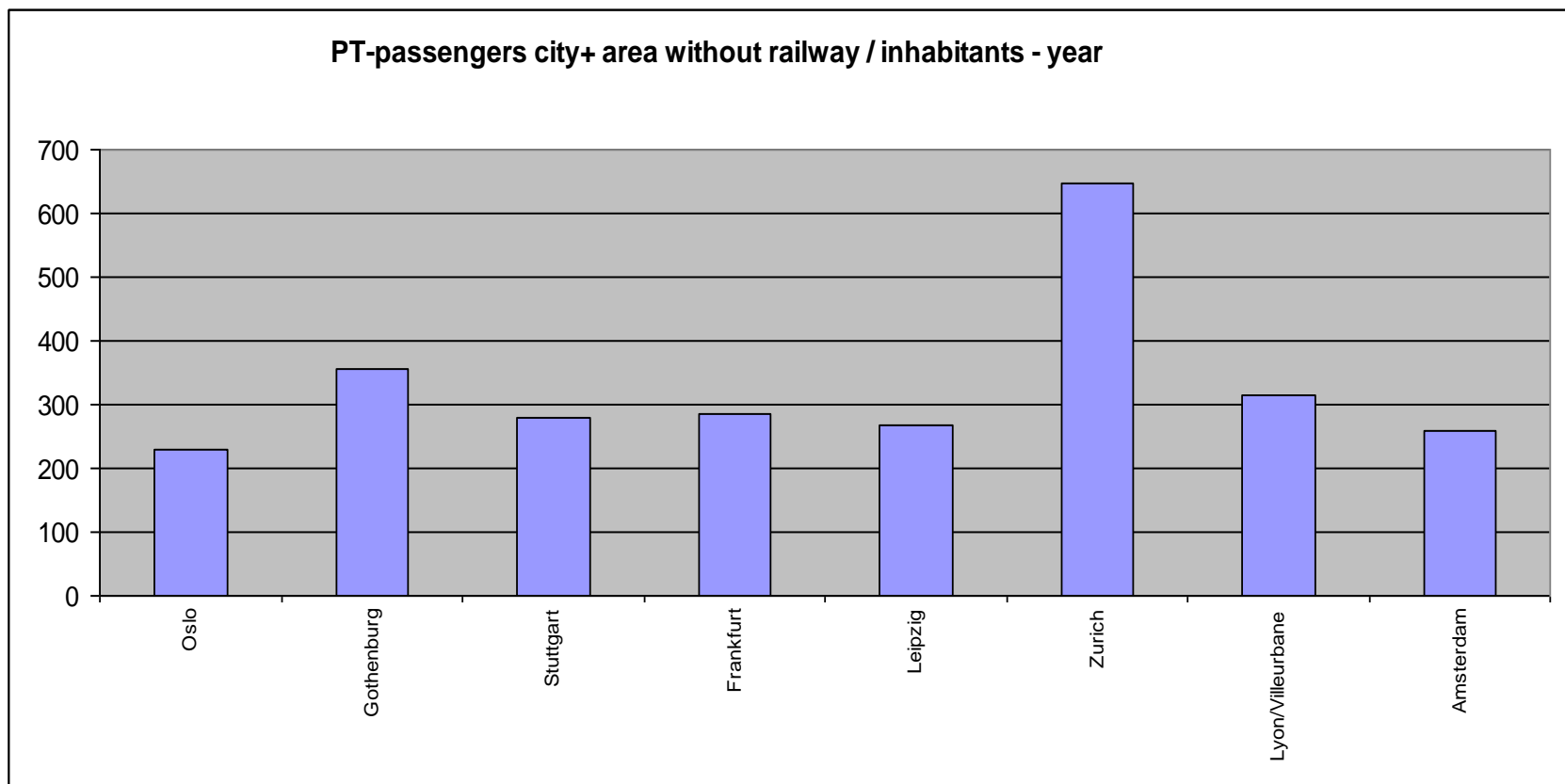




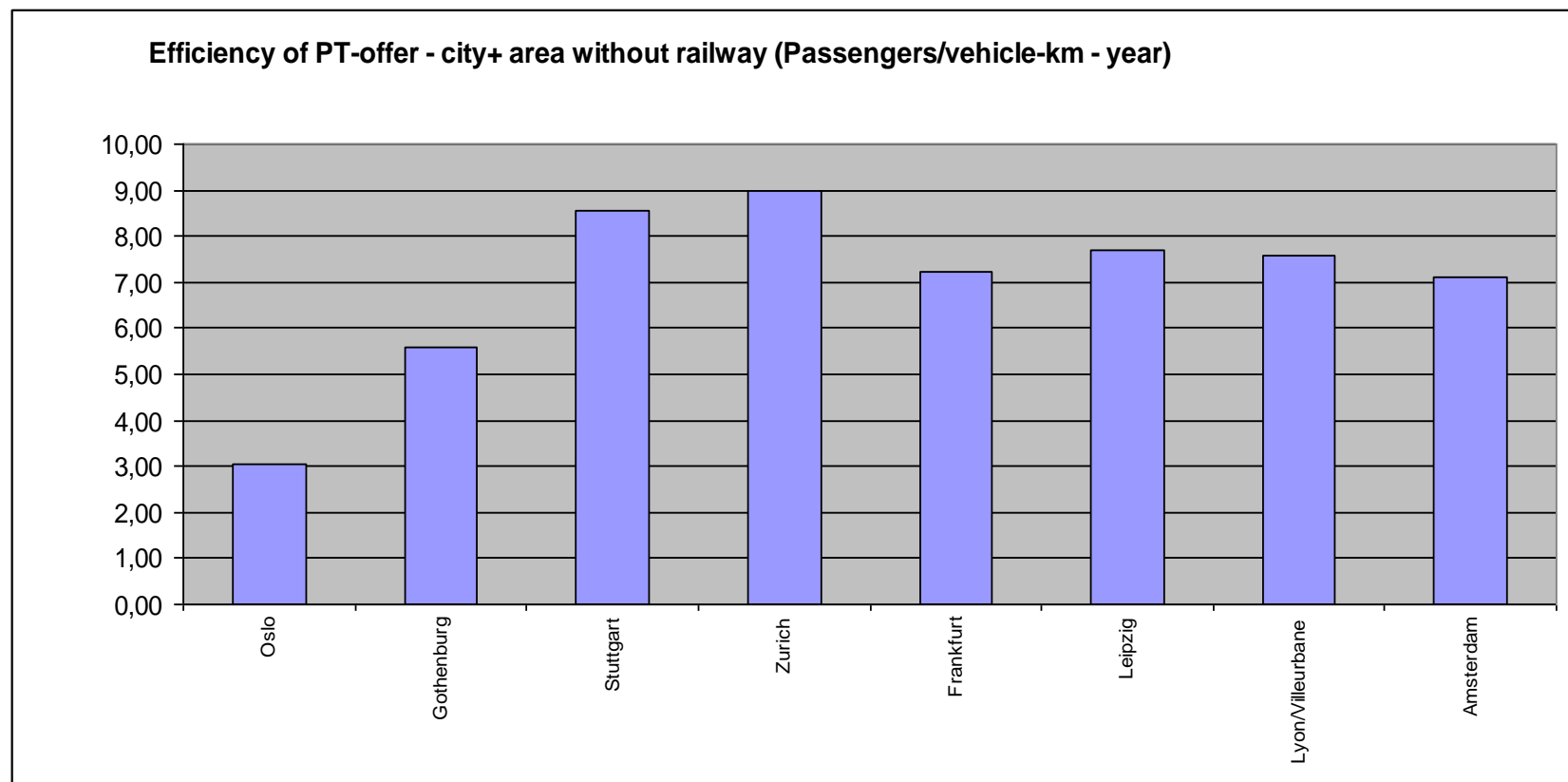
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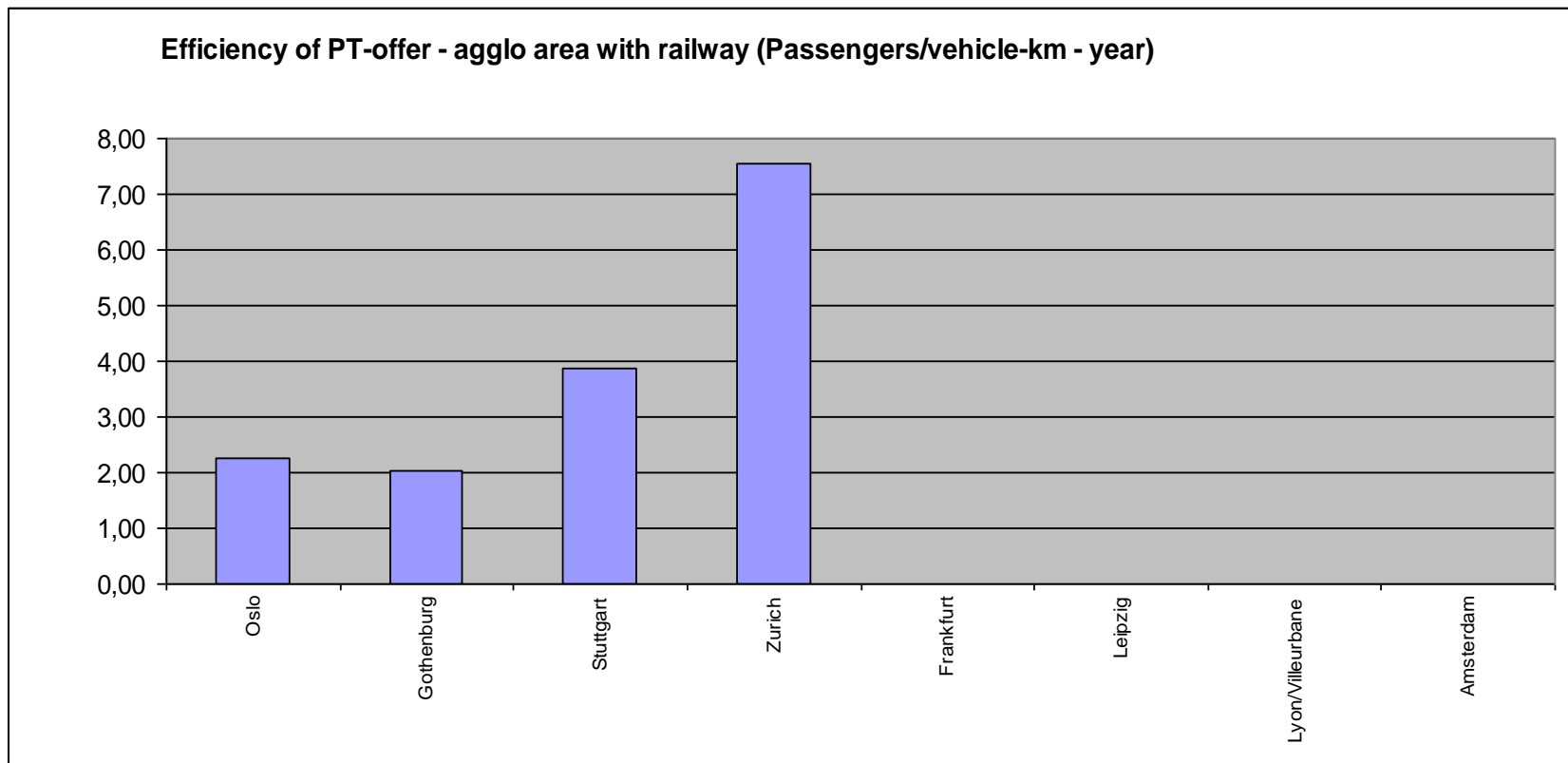
# Some benchmarking results



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# Some benchmarking results



# Conclusions + lessons (to be) learnt

- ▶ Oslo owns low density patterns which favours car traffic
- ▶ Oslo requires therefore a rather high PT-offer to reach (all) citizens
- ▶ Oslo appears to run considerable amounts of parallel PT-services into the centre
- ▶ Oslo patronage mismatches with offer (high input – low output)



**Resulting question:**

**Should (Could) the development of a new future-oriented PT-strategy be used for strategic changes?**

**It's all about ... targets**

**New infrastructure ≠ new strategy**

