# Article information:

Full article: Vienna's path to sustainable transport
<https://www.tandfonline.com/doi/full/10.1080/15568318.2016.1251997?casa_token=utQokfY3ABoAAAAA%3Arq-jBSVhwQcWCAAWGRSCchzJ8feD030fCOHuDRtTJ-yZc8AnJ7pvuoWpQ9Rur9ewuyneyNBuBBE>

# Article summary:

1. Studies suggest a decline in car ownership and use in high-income countries, with younger generations driving less and using public transport, walking, and cycling more.

2. Vienna has reduced car mode share by 13 percentage points over the past 25 years, more than any other major city in Western Europe.

3. Major Western European cities have implemented policies to reduce car mode share while promoting public transport, cycling, and walking.

# Article rating:

Appears moderately imbalanced: The article provides some useful information, but is missing several important points or pieces of evidence that would be required to present the discussed topics in a balanced and reliable way. You are encouraged to seek a more balanced perspective on the presented issues by exploring the provided research topics and looking at different information sources.

# Article analysis:

The article "Vienna's path to sustainable transport" discusses the trend of declining car ownership and use in high-income countries, particularly in Western Europe, North America, and Australia. The author cites several studies that support this trend and notes that Vienna has reduced its car mode share by a third over the past 25 years, more than any other major city in Western Europe.

While the article provides some useful information on the decline of car ownership and use, it is not without its biases and limitations. For example, the author relies heavily on travel surveys to support their claims about declining car mode share in cities. However, these surveys only report trips made by city residents and exclude suburban residents as well as visitors to the city. This means that car use is likely higher than reported for city residents alone.

Additionally, while the article briefly mentions policies implemented by cities to reduce car mode share and promote public transport, cycling, and walking, it does not provide a comprehensive analysis of these policies or their effectiveness. The author also fails to explore potential counterarguments or risks associated with reducing car use.

Furthermore, the article appears to be somewhat promotional in nature, focusing primarily on Vienna's success in reducing car mode share rather than providing a balanced analysis of trends across multiple cities. This may lead readers to draw conclusions based solely on Vienna's experience rather than considering broader trends.

Overall, while the article provides some interesting insights into declining car ownership and use in high-income countries, it is limited by its reliance on travel surveys and lack of comprehensive analysis of policies and potential risks. Additionally, its promotional tone may lead readers to draw incomplete conclusions about trends in sustainable transport.

# Topics for further research:

* Comprehensive analysis of policies to reduce car use in cities
* Risks associated with reducing car ownership and use
* Trends in sustainable transport across multiple cities
* Impact of suburban residents on car mode share in cities
* Effectiveness of public transport
* cycling
* and walking initiatives
* Factors contributing to declining car ownership and use in high-income countries

# Report location:

<https://www.fullpicture.app/item/422625e68f08f3d6d78ee686577fbe90>