

Sky Pods not in Orbit

Digitally controlled sky pods are good for the environment and good for the passenger. However, this technique is hardly noticed.

Advantages

The space requirement is low. Just supports and stations. Roads and railway lines consume land, consume nature, consume living space.

There is no separation between the right and left of the line. Roads and railway lines can separate right and left side of the track.

I live near Bonn. There is a saying: "Entweder et räant or de Barrier is eraff" (either it's raining or the barrier (of the railway) is down).

Energy. The pods are light and energy efficient.

Distribution. With digital control, use is needs-based. No "scheduled" empty or ghostly rides. Even for just one passenger, the pod is not too big.

Economical. No staff is normally required in the stations or in the vehicles.

For users it is uncomplicated, comfortable and flexible.

Many advantages - and yet the PRT is almost completely unknown. What is the reason?

Thought scheme: - Distribution -

Admittedly, I first had to learn to think of public transport in much smaller units.

Normally one thinks in terms of railway, light rail, tram, omnibus, possibly also in minibus, call-a-bus and call-a- taxi ...

Furthermore, one usually thinks in (2-), 5-,... 10-, 15-, 20-, 30-,... .60-, 90-, 120-... minute intervals..., one journey a day.

More trips = more staff = more costs

Sky-Pods in PRT/ GRT (almost) make a difference.

The pods are small. Optimal size * in barrier-free public transport: 16 passengers (bus 90, tram 160 passengers).

(* This size results from the dimensions of the multipurpose area 200 cm X 100 cm).

There is no timetable. There is only a minimum distance between the pods (from two seconds upwards) and a maximum, defined maximum waiting time in times of low traffic.

Often the PRT is only seen as a means of transport with small pods and no significant transport performance. The guideways are too expensive, the efforts too much for almost no advantage. Trafficproblems could not be solved with this. However, the high frequency of journeys that is possible in the PRT is not recognized. For example: A PRT on which pods with only four seats are used, can replace a line with articulated busses (160 passengers), that runs every ten minutes. -Pod 10 sec-2880 passengers/ h, pod 20 sec- 1440 passengers/ h, bus 10 min. 960 passengers/h

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German version: https://www.wohlfahrt-a-s.de/mora_010_80.pdf

Sky- Projektseite // Sky- Projectpage: https://www.wohlfahrt-a-s.de/mora_011.html