

The Role of Public Transport in Mobility Planning in Zurich



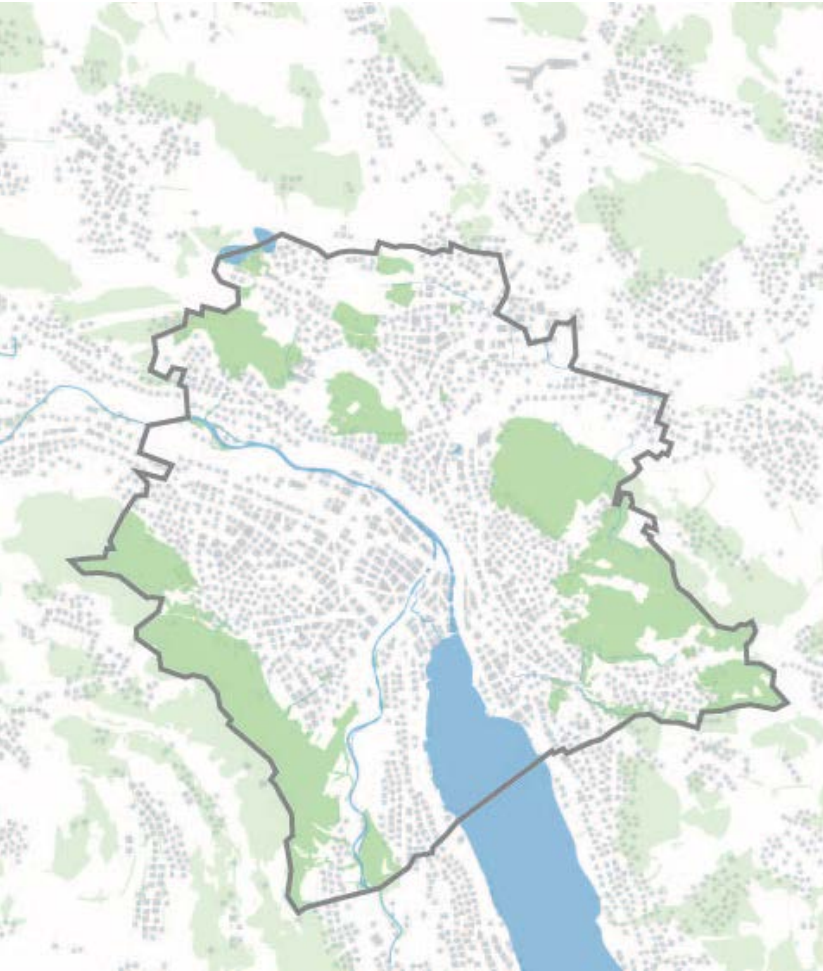
IMPACT, Tallinn, 2018



Stadt Zürich
Tiefbauamt

Rupert Wimmer, Traffic and Planning of Public Space
Mobilität und Räume für Menschen

Zurich: Business Capital of Switzerland



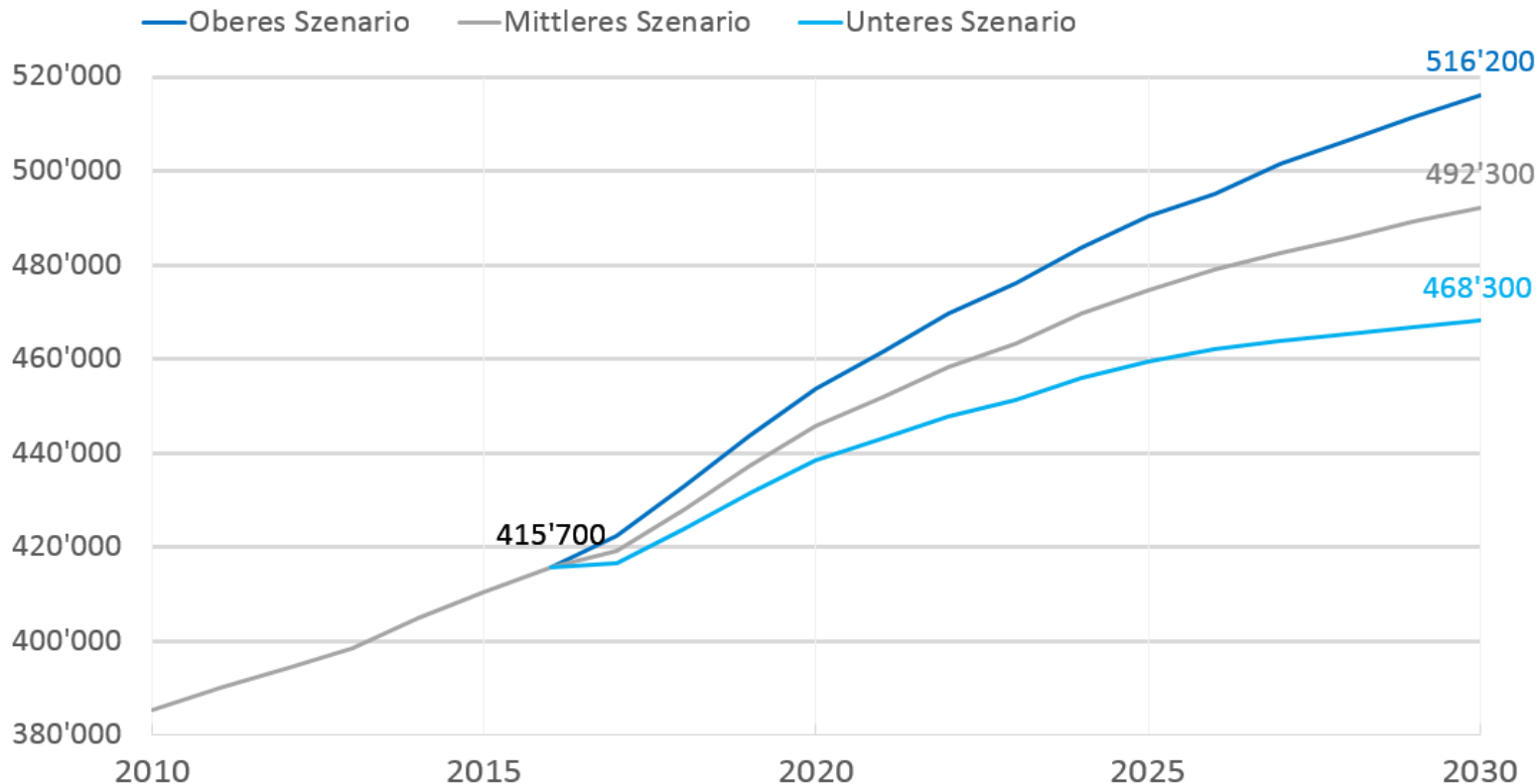
Population: ~ 424'000

Area: 92 km²

People employed: ~ 456'000



Zürich – Growing City



Bevölkerungsszenarien der Stadt Zürich: Bestand 2016 und Szenarien bis 2030 (Statistik Stadt Zürich, November 2017)

Inhabitants

City: 424 000, Agglomeration: 1.3 Mio., Metropolitan Area ZH: 1.9 Mio.

Quelle: Bevölkerungsszenarien Stadt Zürich, Statistik Zürich, 2017

Traffic Planning as a Key Contributor to the Quality of Life



Mercer Quality of Living
Survey 2017:

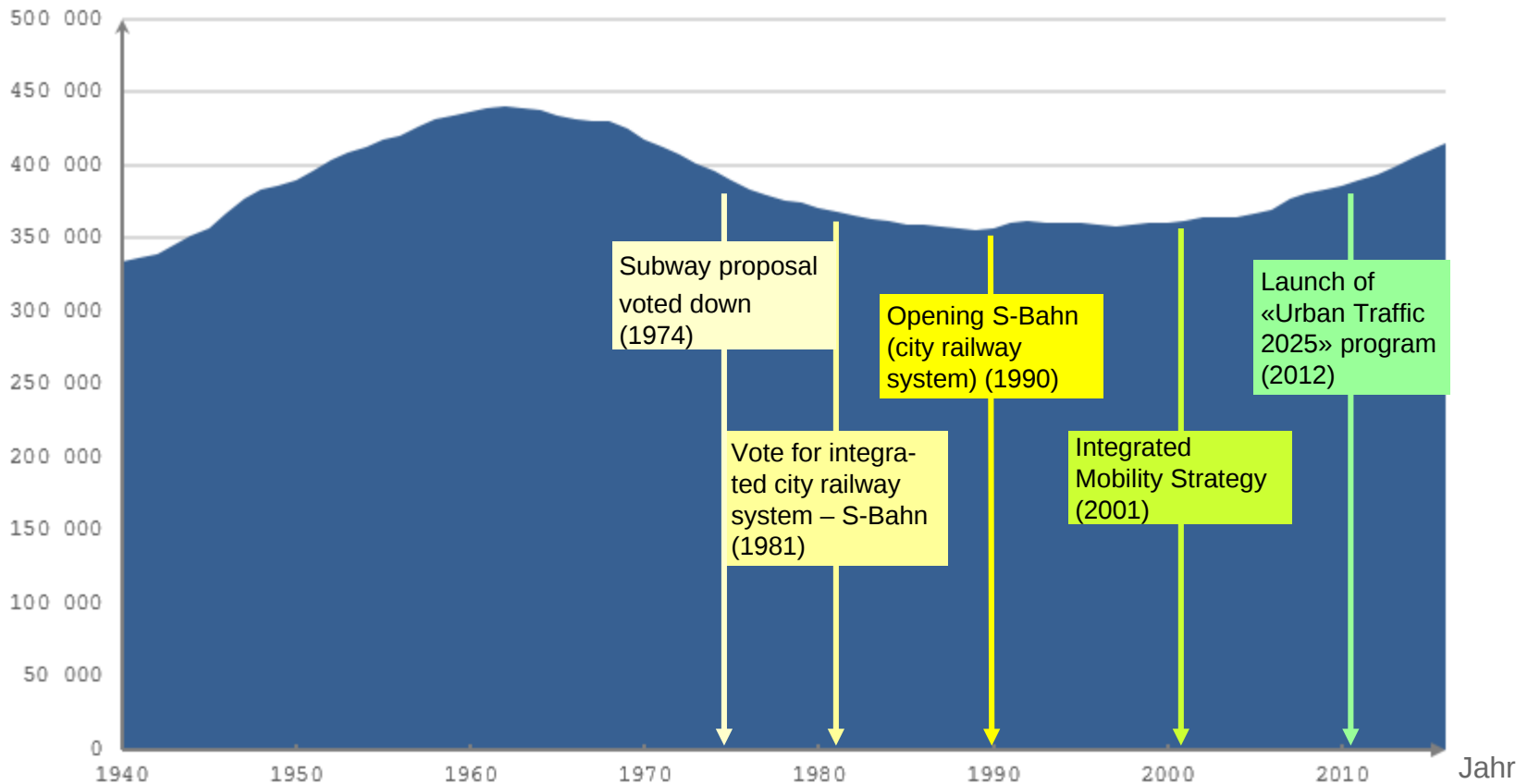
1. Vienna (Austria)
- 2. Zurich (Switzerland)**
3. Auckland (New Zealand)
4. Munich (Germany)
5. Vancouver (Canada)

What happend so far...



Development of Inhabitants and Traffic Planning

Bevölkerung
Stadt Zürich



Quelle: Statistik Stadt Zürich, BVS

Political milestones related to traffic in Zurich

1973 Subway proposal voted down

1974 **Fundamental principles for urban traffic**

1. Set ceiling on MPT
2. Channelling
3. Traffic separation: **Promote public transport**

1977 **Public initiative for accelerating conventional public transport**

⇒ commitment of investment of CHF 200 million

1989 Parking space ordinance

1990 **S-Bahn (city rail system) goes into service**

1991 Implementation of the first zones with a speed limit of 30

1996 Historic parking space compromise

2001 Mobility strategy

2009 Opening of the Western Bypass – offloading of city neighbourhoods

2011 Acceptance of the public initiative «To promote public transport, pedestrian and bicycle traffic in the City of Zurich» (known as cities initiative)

2011 Zurich West tram line goes into service

2012 Launch of the «Urban Traffic 2025» programme

2015 Acceptance of the counterproposal of the public initiative «Bicycle initiative»

2015 Opening of **additional railway tracks and new section** at Main Station

Expansion of Public Transport



Cross-City Train Line, construction work in the Zurich Main Station



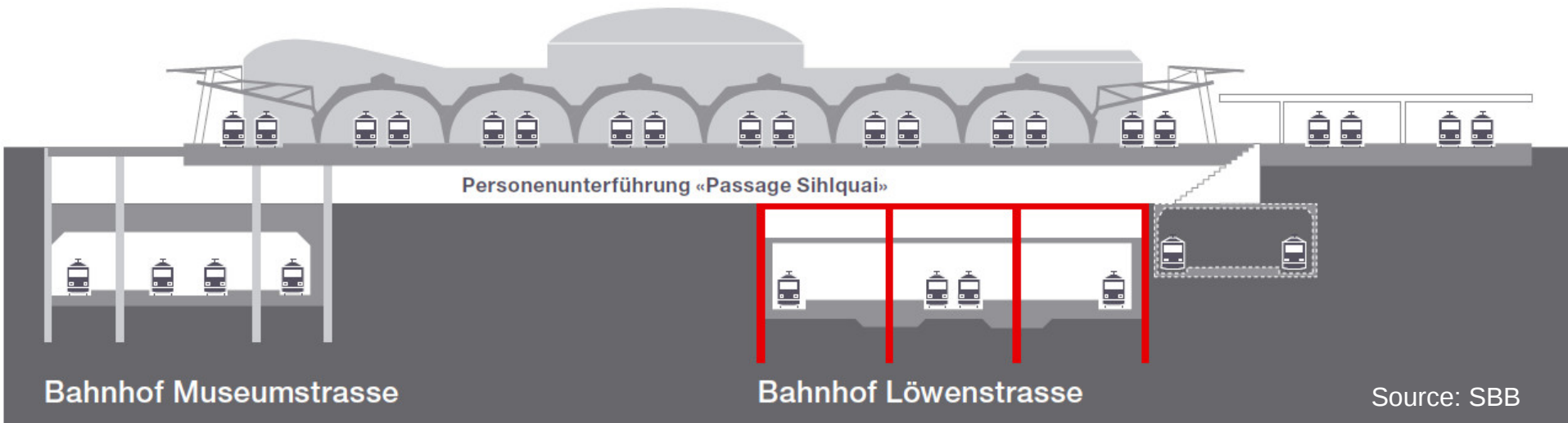
Dedication of 3rd stage of the Glattal Light Rail, Stettbach Train Station, 2010



Tram connection at Hardbrücke (artist's conception), operational in 2017

- Public transport connections in developing regions:
Zurich West tram line
- Suburban Rail expansion: Cross-City Link
- Integration of urban agglomeration with city centre:
Glattal Light Rail, Limmattal Light Rail
- Tangential lines in the city network: Expansion of tram and bus network

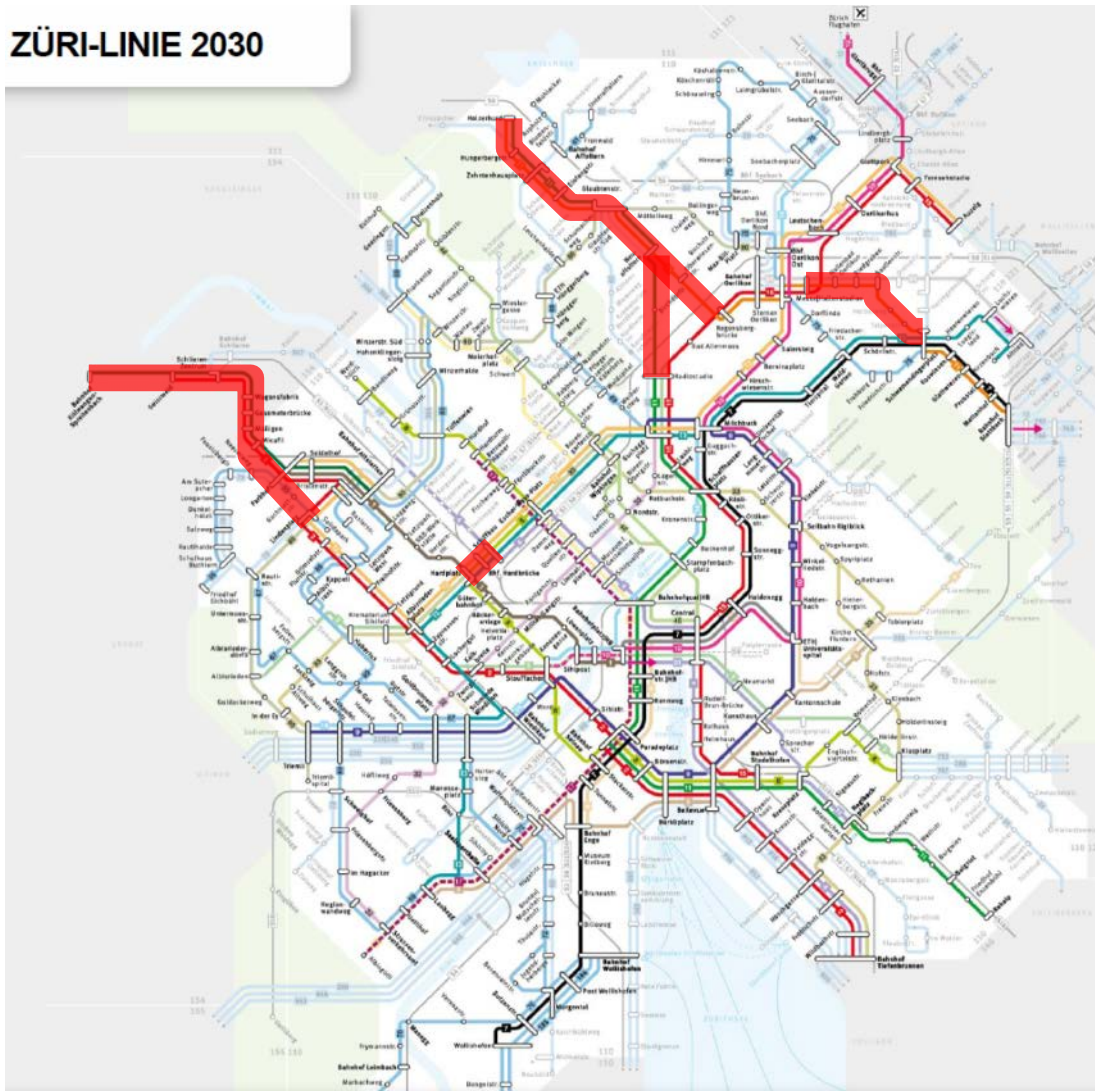
Expansion of Zurich Main Station (Zurich HB)



- Ground level: Intercity trains (national/international, terminus)
- Museumstrasse Station Section: suburban rail (regional, through station, since 1992)
- Löwenstrasse Station Section: Metropolitan rail/intercity (through station, since 2014)
- Forecast: 500,000 passengers per day

Tram / Bus Network Development Strategy

ZÜRI-LINIE 2030



- Increase usage
- Retain or increase cost-effectiveness
- Adequate capacities to be able to handle additional demand for public transport resulting from the development of residential areas
- Making it possible to implement the City of Zurich's policy goals regarding traffic and the environment
- Reduce demand-side pressure within the city centre (expansion of peripheral roads)
- Increase energy efficiency

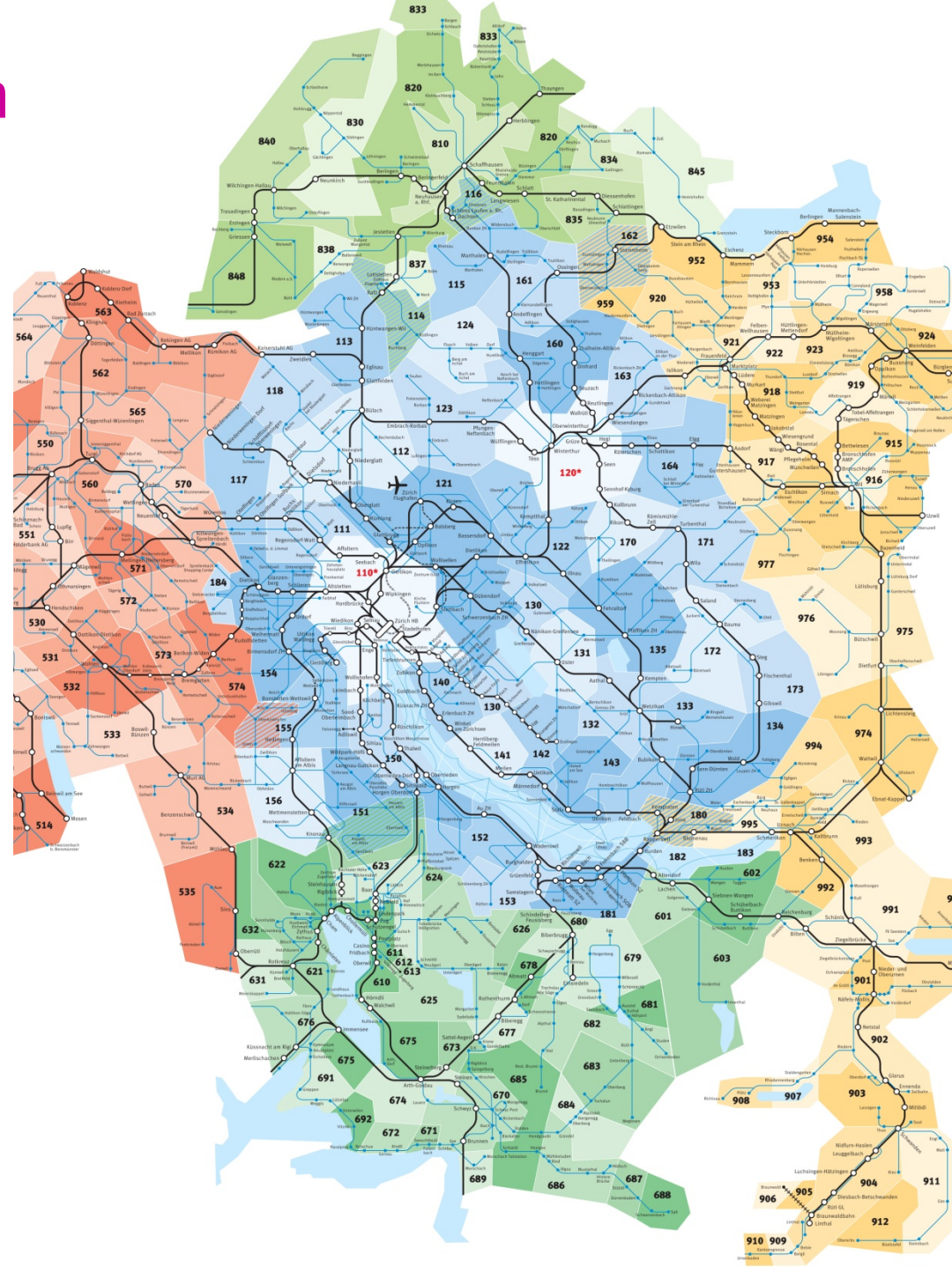
High standard in Public Transport

- Dense network of tram and bus lines
- Tight schedule (7.5 minute cycle during peak travel times)
- On-time performance
- Convenience and simple accessibility
- Continuous modernisation of infrastructure and services

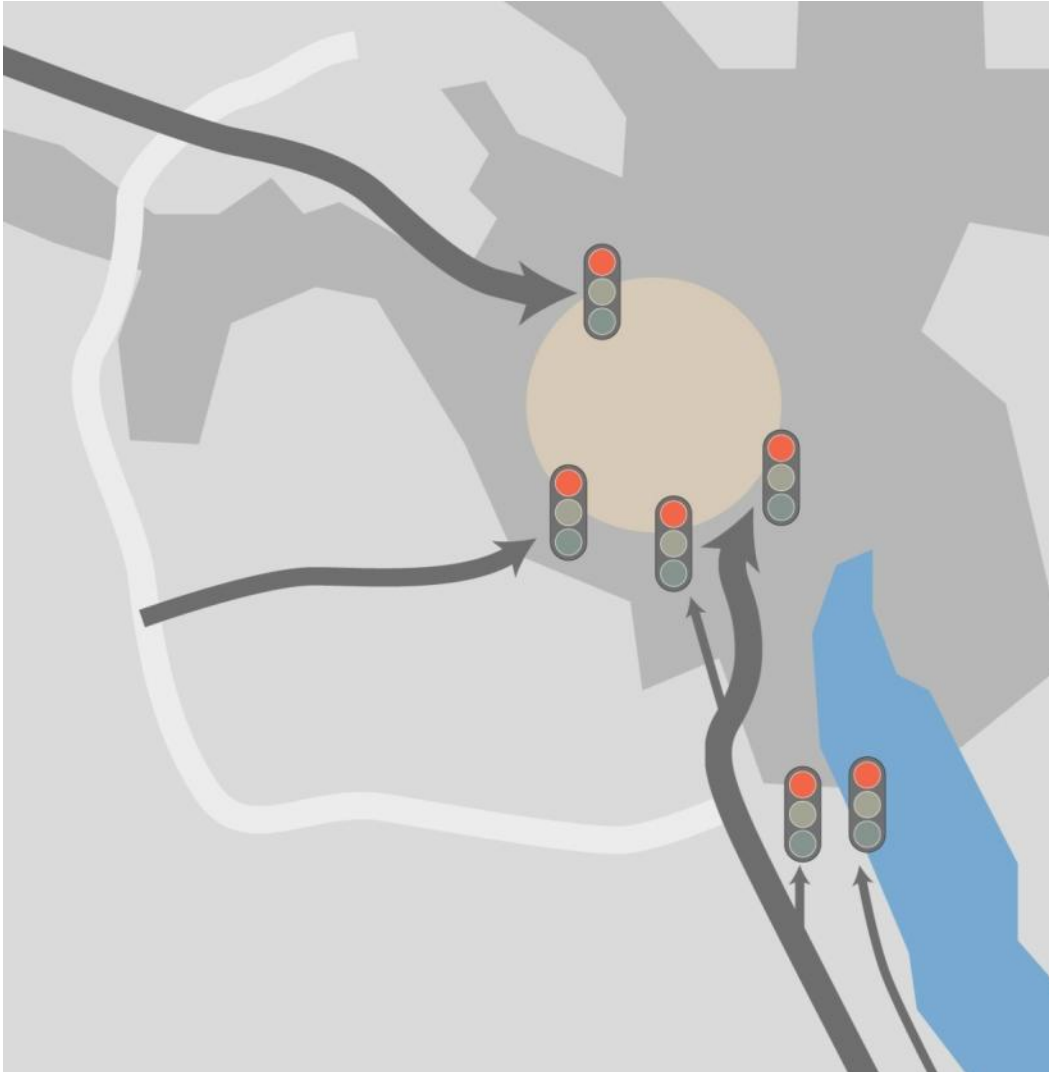


Integrated Tarif System

- Zone system
- Unlimited validity within a zone for a given amount of time
- Free selection of means of transport
- Collaboration with neighbouring transport networks
- Seamless integration in national tarif system



Traffic management to prefer public transport



- Regulating access at the border of residential areas: Traffic lights regulate the flow of vehicles so that traffic can be handled at the next major intersection
- Traffic lights controlled depending on traffic conditions
- Preference given to PT at traffic lights

Integrated and Long-term Strategic Development



Tramtrasse Schaffhauserstrasse



Paradeplatz im Vergleich: Anfangs sechziger Jahre und 2008



Eröffnung S-Bahn Zürich 1990



Begegnungszone im Wohnquartier



Theaterplatz, Februar 2014: Umgestaltung Platz, Verlegung der Parkplätze ins Parkhaus Opéra

What is today's Strategy?

Integrated Urban Traffic Program



Urban Traffic Program 2025: Strategic Goals



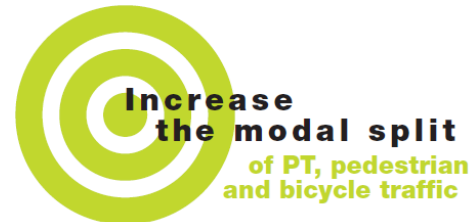
Quantitative: 60 million additional passengers on the Zurich Public Transport (VBZ) Network by 2025; doubling of the number of trips made by bicycle by 2025.



Quantitative: The new construction and expansion of high-capacity and main traffic arteries is allowed only under the condition that this does not increase the capacity of the overall street network for motorised private transport; the number of parking spots is capped in the range of the historic compromise (status in 1990).



Quantitative: In the City of Zurich in 2025, fewer than 1000 individuals will be injured in the street network.



Quantitative: Increase the percentage of PT, pedestrian and bicycle traffic as a share of overall traffic by 10 points.

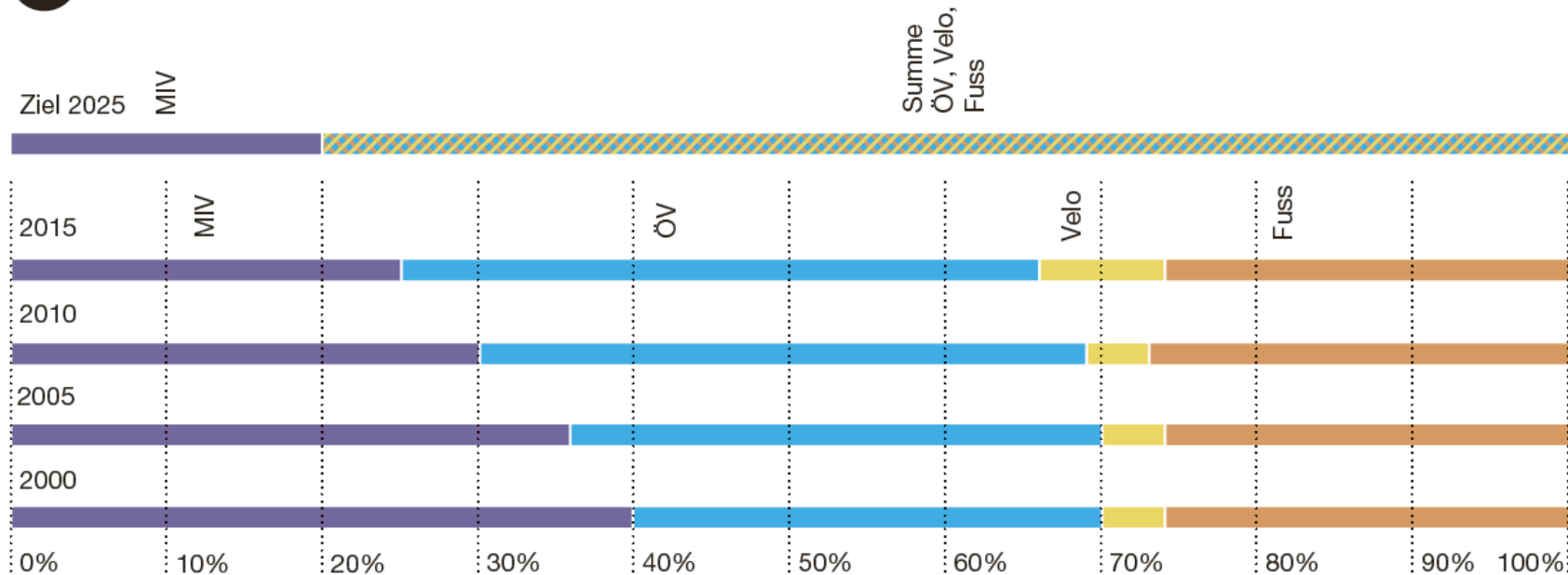


Quantitative: Reduction of CO₂ emissions by 2050 to one tonne per person per year.

Modalshift: PT, Pedestrians and Cyclists are gaining

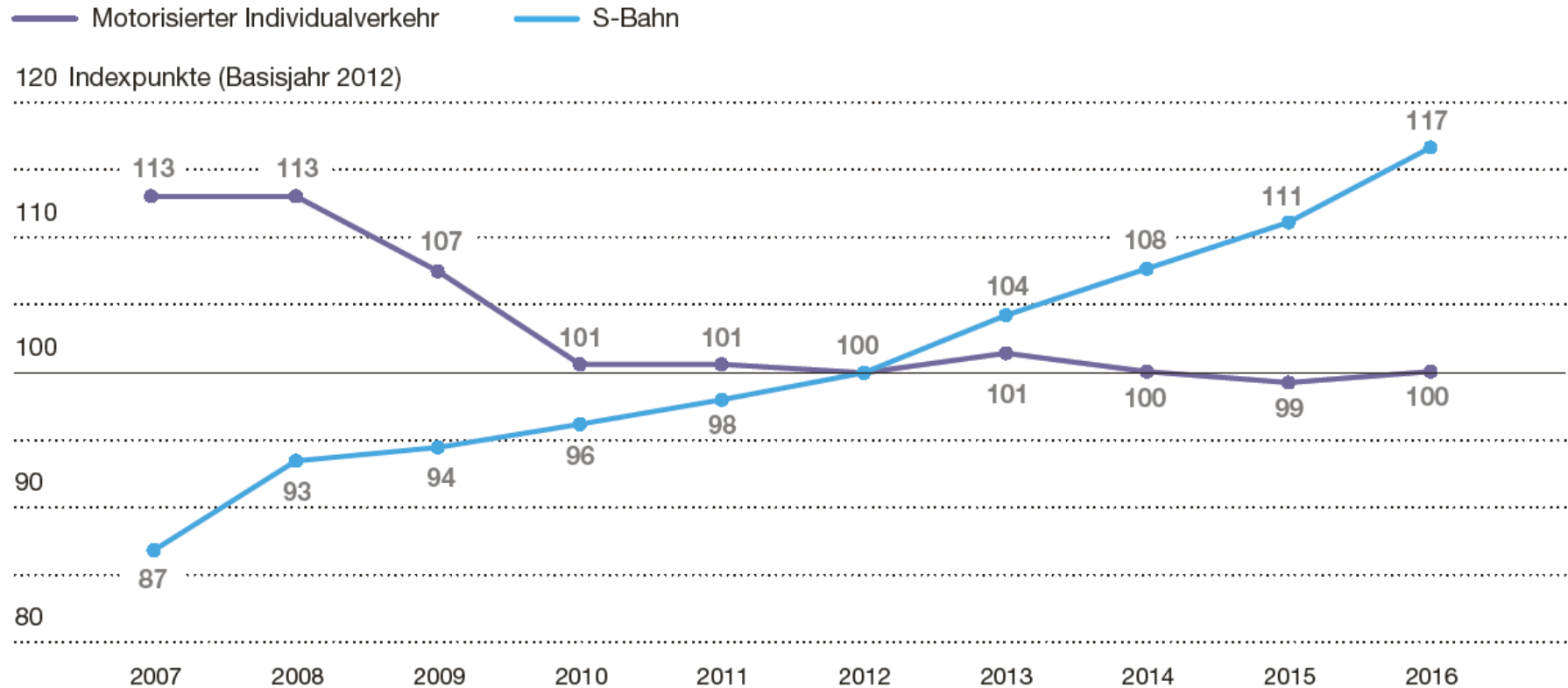


3 Modalsplit



Development according to strategic goals

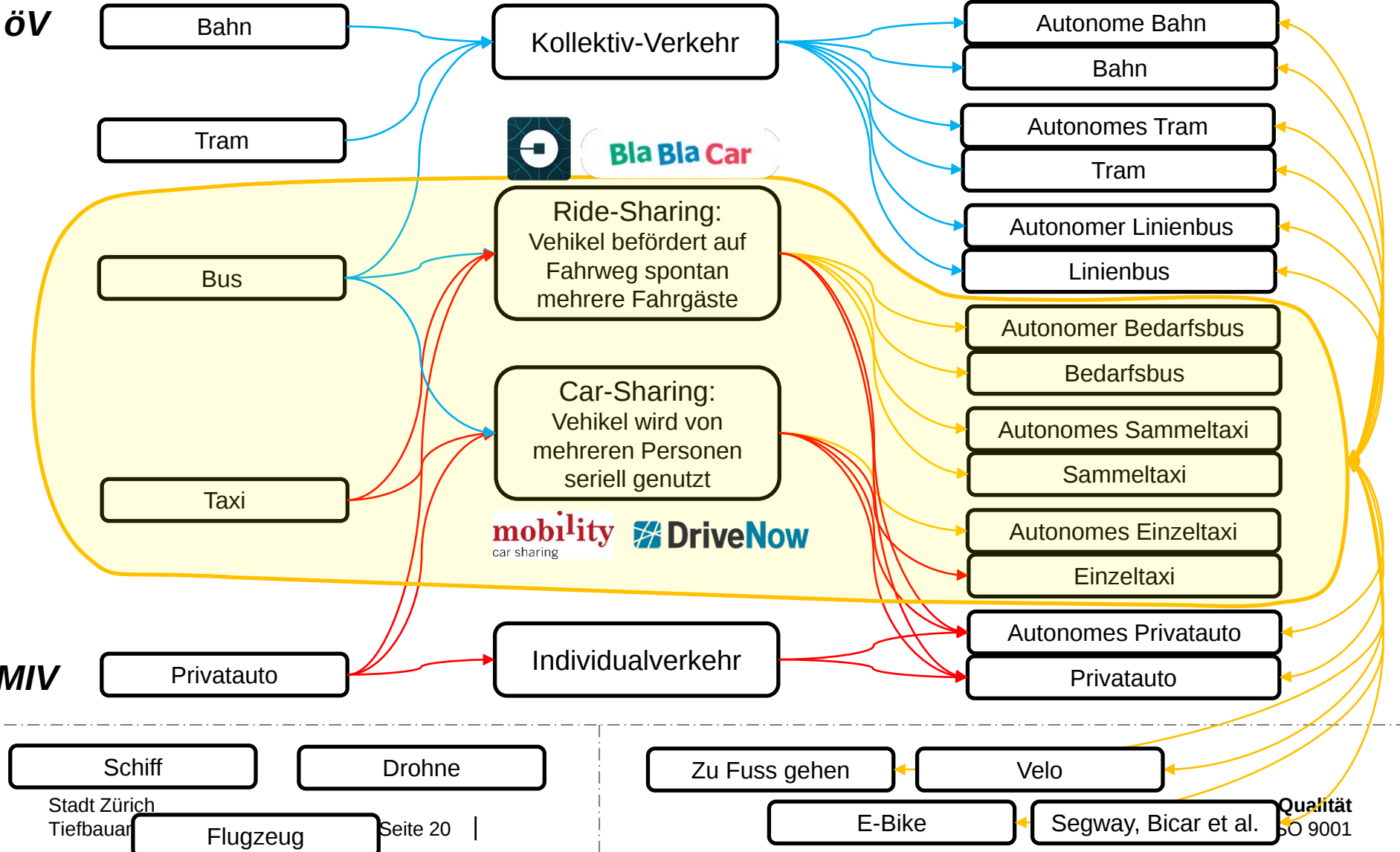
Verkehrsentwicklung an der Stadtgrenze



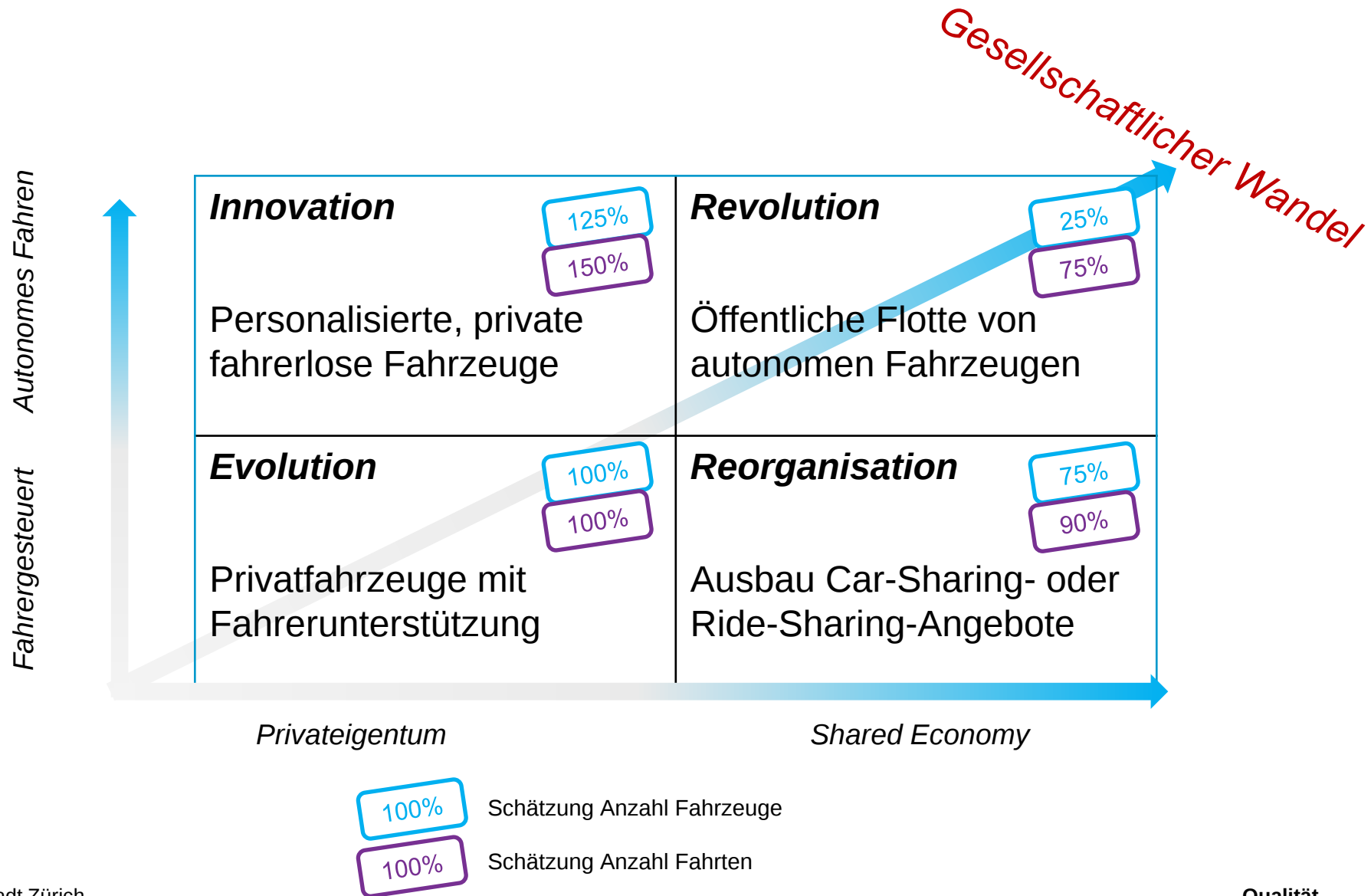
And the Future...?



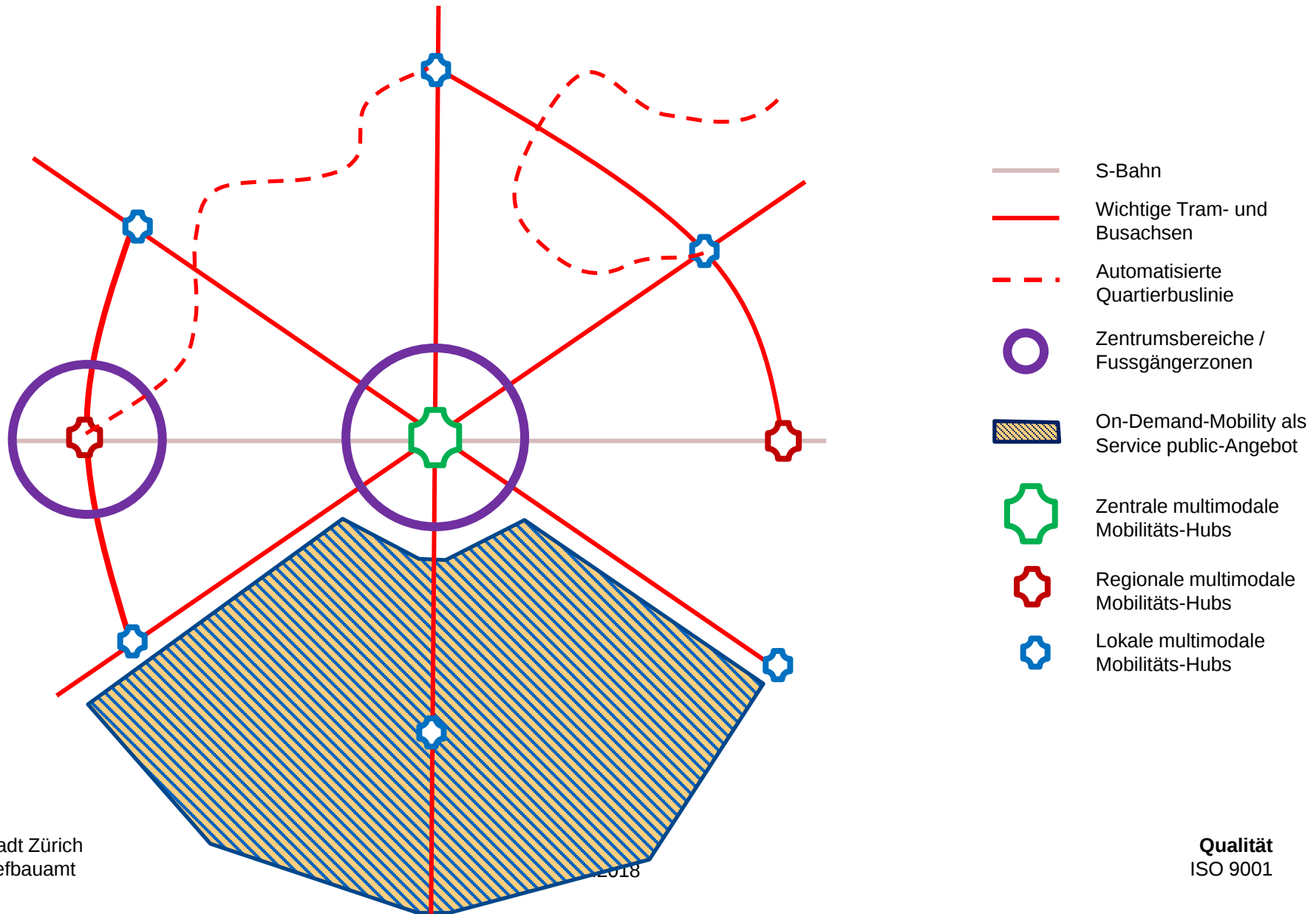
New forms of mobility services



New forms of mobility services



Possible future picture of urban mobility



Define goals and give regulations

