Traffic Impacts in Zurich during the Lockdown

Dezember 2020



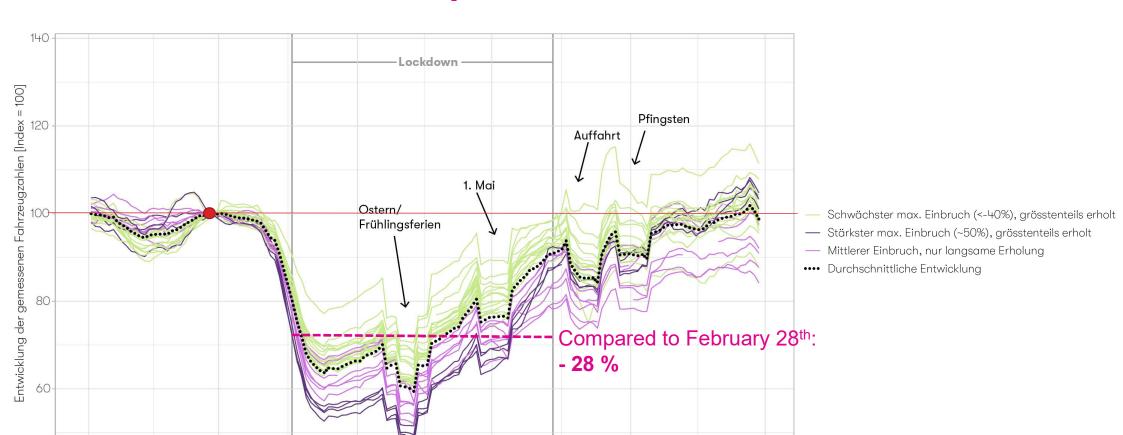


Introduction

Lockdown:

- Beginning of extraordinary situation: March 16th
- Most measures abolished: May 11th
- Most data development indexed on February 28th (events >1000 p. forbidden)
- Time of investigations: February 1st till June 30th 2020 (appr. 5 weeks before / after lockdown)
- three phases: before / during / after lockdown

Decrease of motorized personal traffic: -28%



Jun

Mai

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Mär

Feb

Verkehrliche Wirkungen des Lockdowns November 2020 | Seite 3

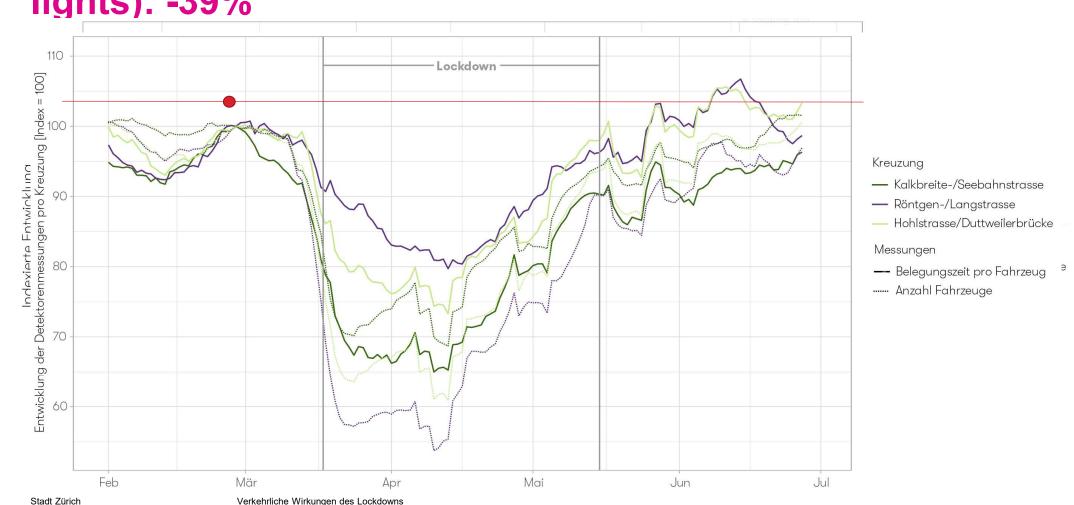
Apr

Less congestion (indicator: induction loops at traffic

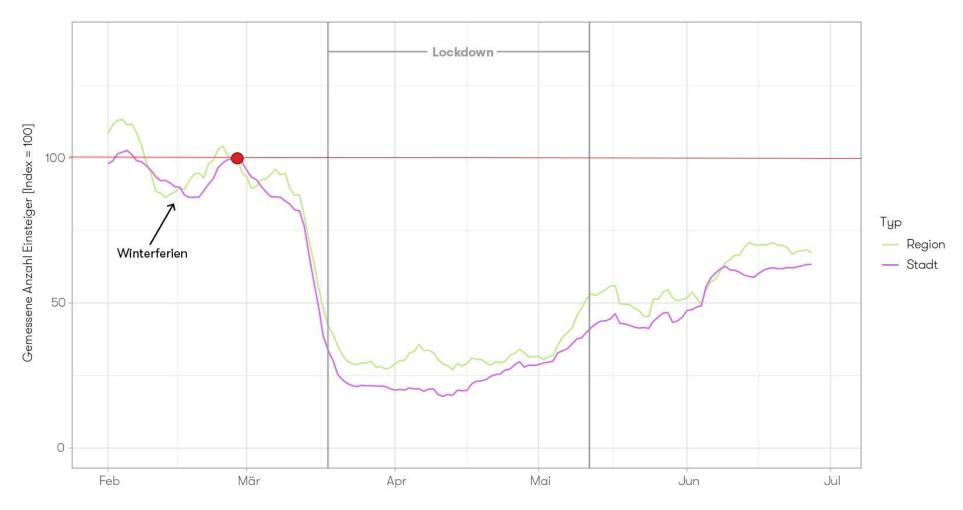
lights): -39%

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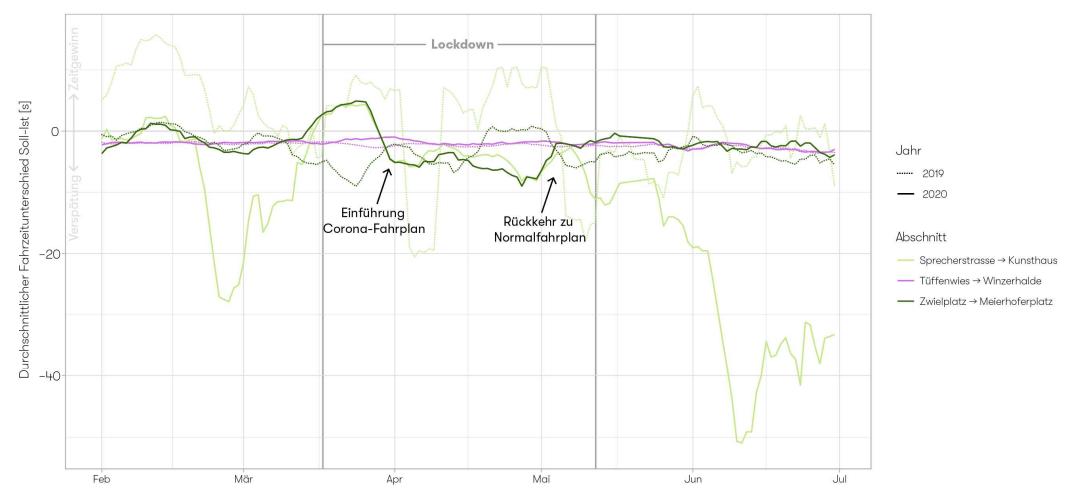


Less use of public transport (mainly local): -74%



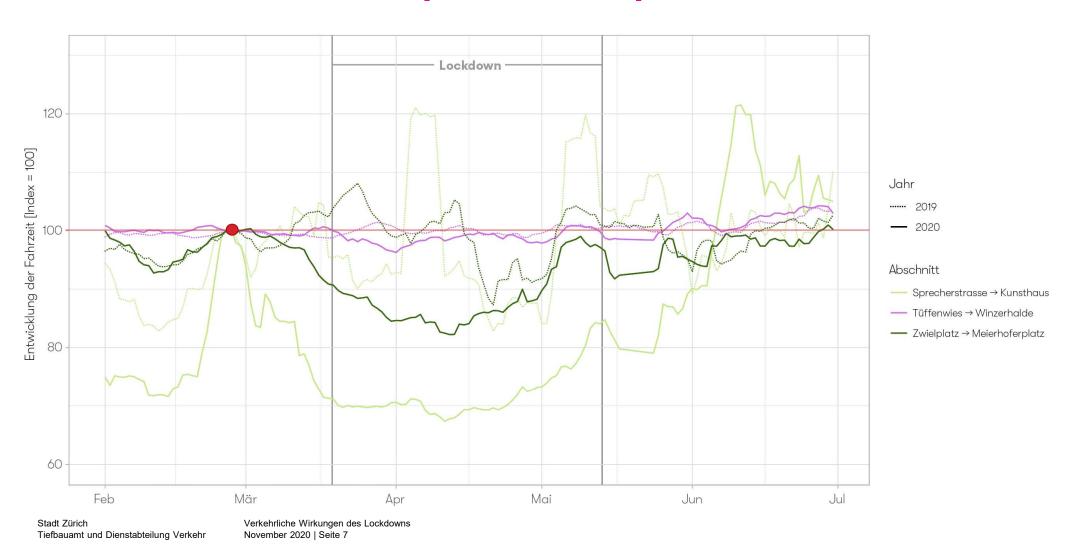
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Less late arrival of public transport

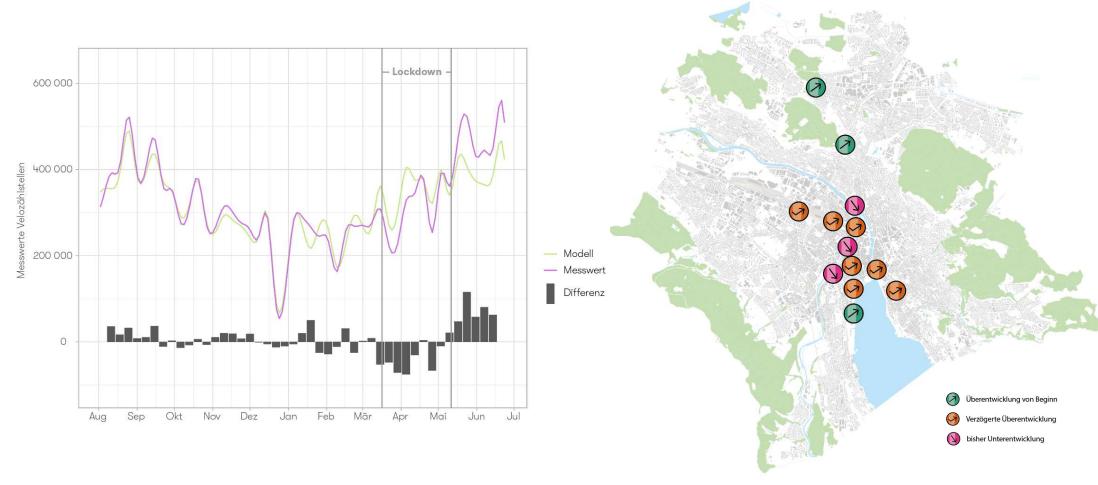


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Shorter travel time in public transport



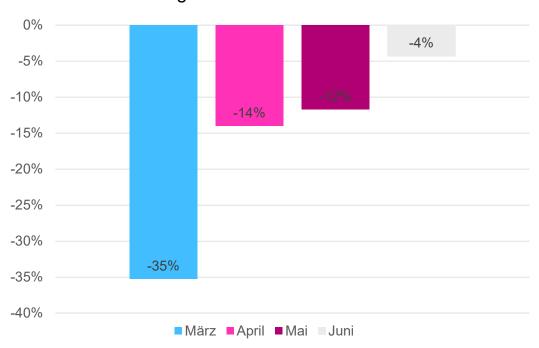
Increase of bicycle trips (but less to former years): +32%



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Decrease of bicycle accidents

Veränderung der Unfälle 2020 zu Ø 2017-19

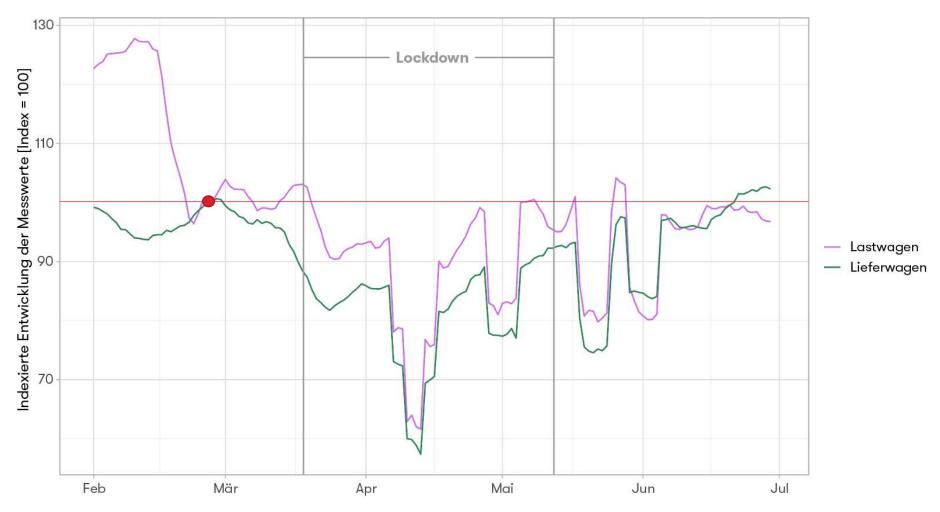


Insgesamt 1038 Unfälle (mit Velobeteiligung, 2017-2020, März-Juni)

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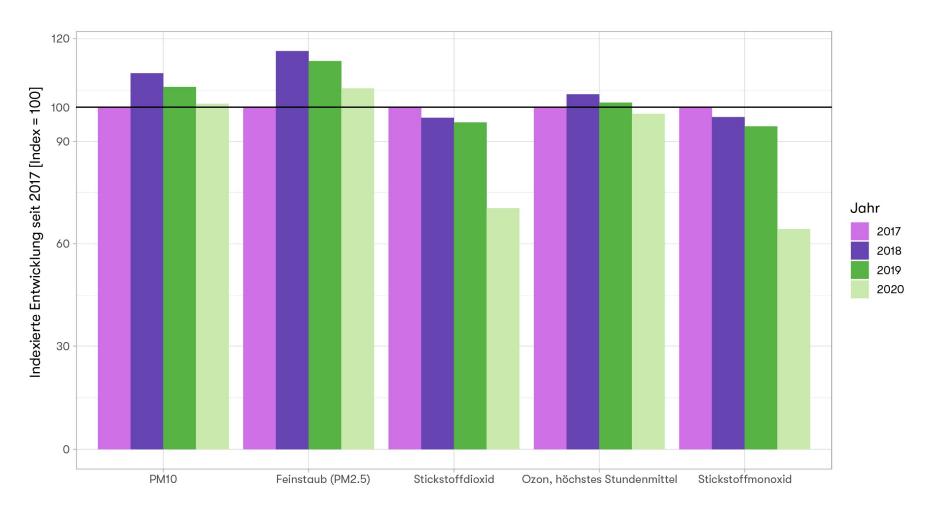
Average 2017-2019 → 2020	März	April	Mai	Juni
Volume	- 4 %	- 3 %	+8%	+ 2 %
Accidents	- 35 %	- 14 %	- 12 %	- 4 %

Less freight traffic



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Better air quality (NOx)



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Overview

Aspects	Developements during lockdown
Volume of motor vehicles	-28%
Volume of Freight traffic	-15%
Congestion	-39%
Use of public transport	-74%
Bicycle trips	+32%
Bicycle accidents	-20%

Conclusions

- Pedestrian and bicycle gain importance in relation to MPT and PT
 - → radius of interaction decreases (city of short trips)
- Significant decrease of volume of motorized vehicles is connected with
 - Improvement of travel time and stability of timetables of public transport
 - Improvement of subjective and objective traffic safety
 - Less pollution (noise, NOx)
- Decrease of MPT in a network running at capacity limit leads to over proportional decrease of congestions