

# Strategies for successful urban transport delivery: Zurich's Transport Policy

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1. Facts and figures
2. Zurich's holistic transport planning
3. Future challenges



**Stadt Zürich**  
Tiefbauamt

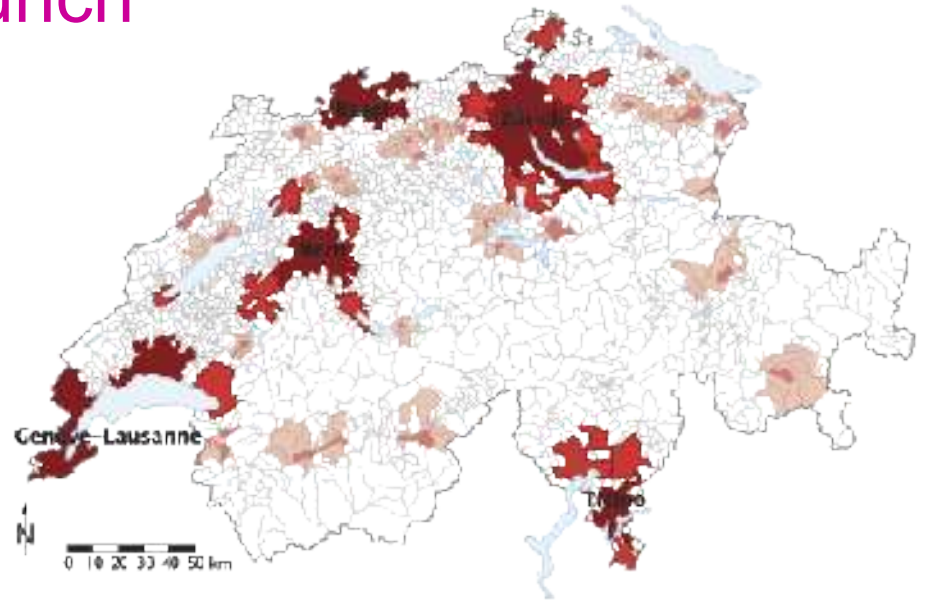
# Facts and figures about Zurich

## Inhabitants

- City: 384'000  
(City Limits Area 91.9 km<sup>2</sup>)
- Agglomeration: 1.25 million
- Metropolitan area: 1.68 million
- Greater Zurich Area: 3.2 million

## Transportation

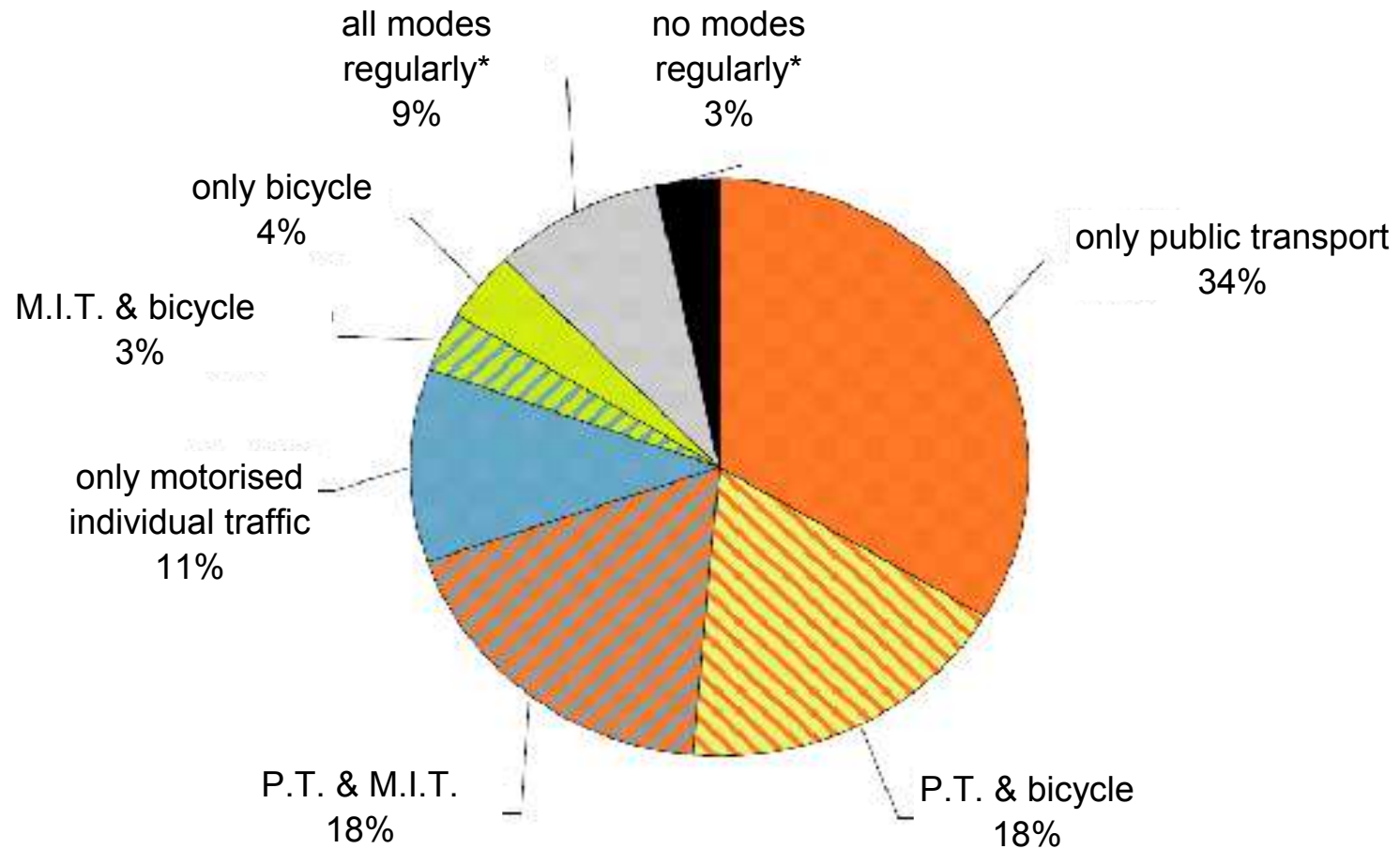
- Motorisation: 340 Cars/1000 Inh.
- Network public transport: 294 km
- Network streets: 780 km
- Network bike routes: 340 km
- Parking places:
  - public ground 50'000
  - private 220'000



## Economy

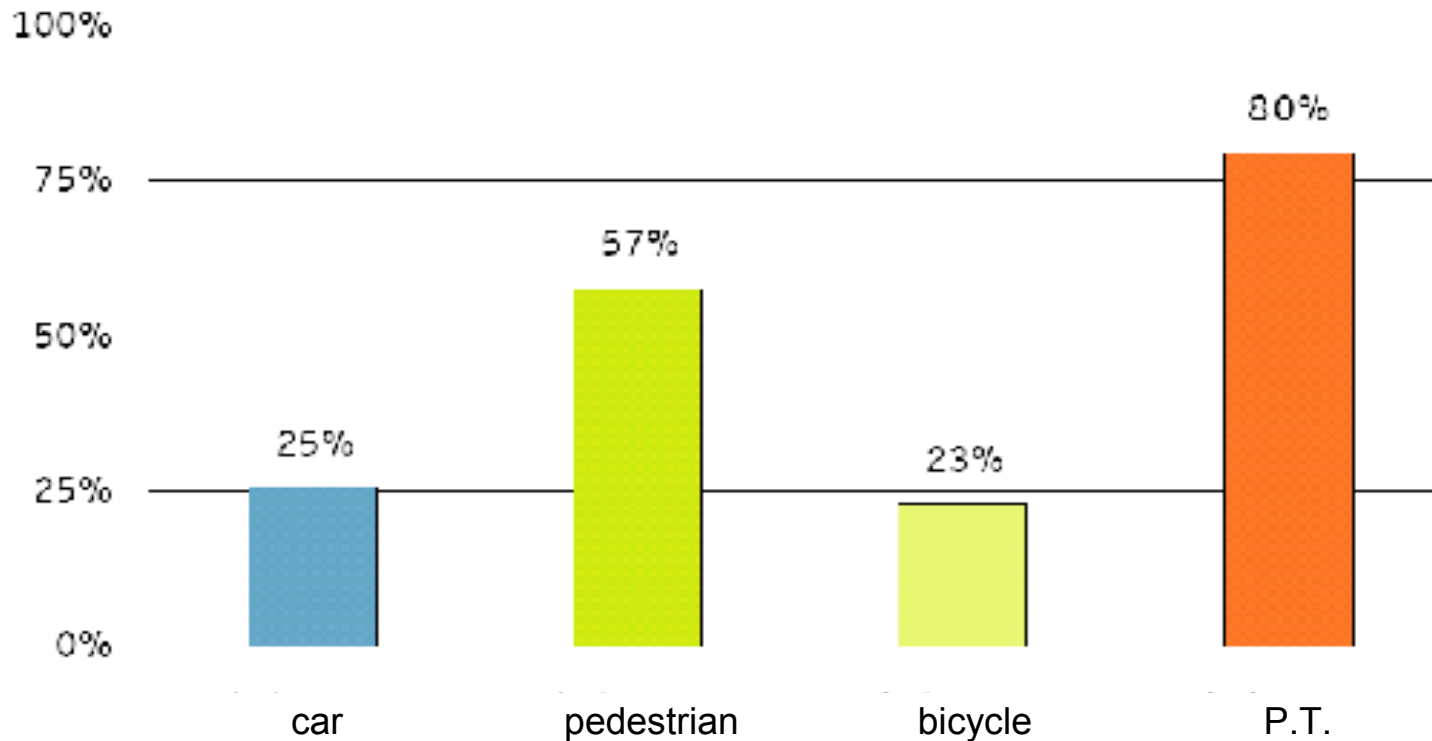
- Economic Capital of Switzerland: 20% of Switzerland's gross domestic Product
- 364'000 emp., unemployment: 4.1% (Aug. 2010)
- Main branches (2001):
  - 13.8% corporate/business/producer services
  - 11.6% financial services (financial centre)
  - 9.6% social/health services
  - 8.4% education
  - 8.4% cultural sector

# High intensity of use (regularly\*)



\*regularly, i.e. daily or at least 2-5 times per week

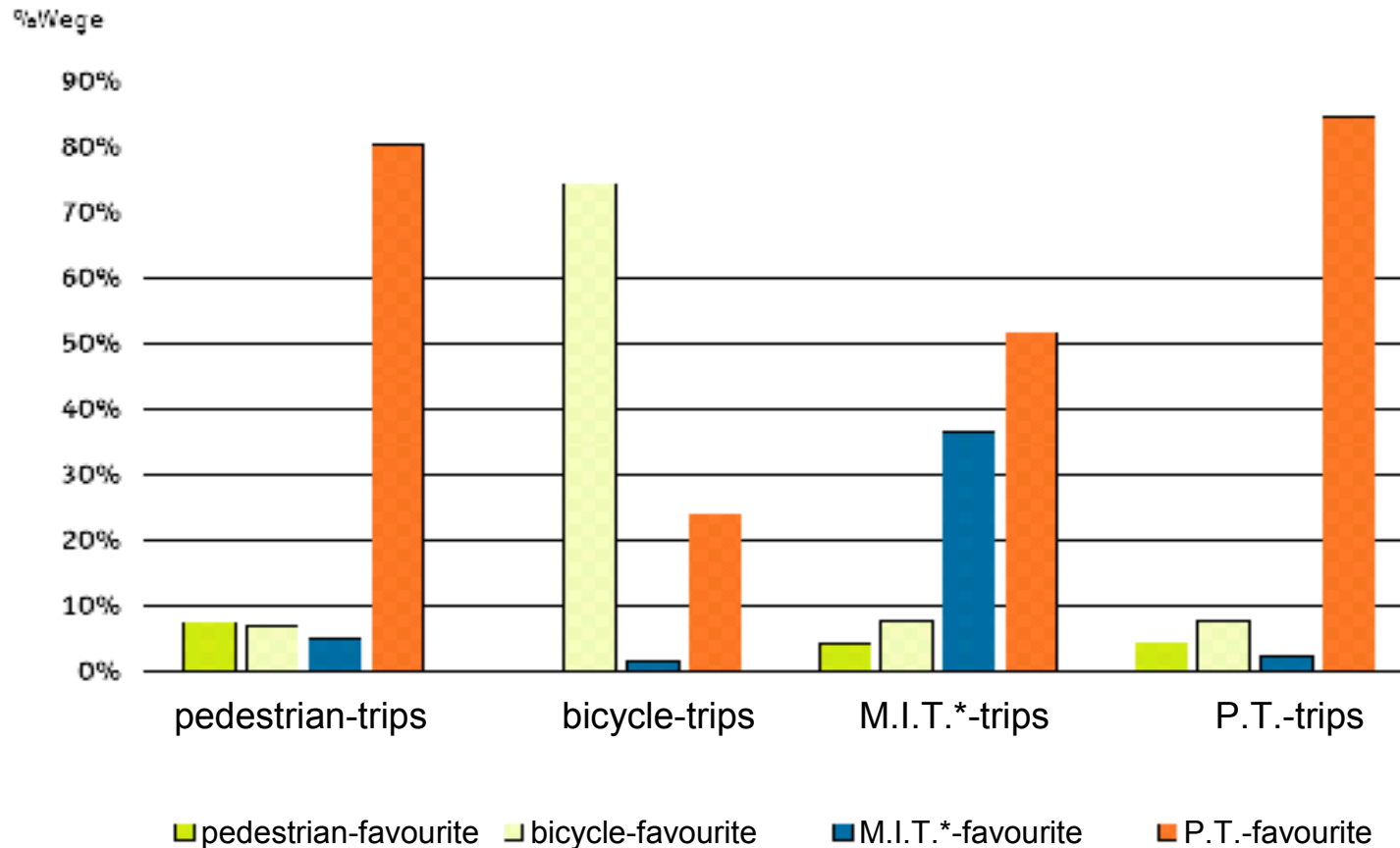
# Quality of the transport system



«positive» rate in each case, i.e. 8-10 points out of a maximum of 10

**average:** car traffic system: 5.79, pedestrian traffic system: 7.57, bicycle traffic system: 5.76, public transport system: 8.37; city & belt together.

# Favourite means of transportation and used means of transportation



\*M.I.T. = motorised individual traffic



# Mercer's world-wide quality of living survey



## Index 2000-2008

1. Zurich

## Index 2009/2010

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# Sustainable mobility leads to high life quality: milestones in Zurich's transport policies

1973 Zurich's citizens say no to subway-metro system

1974/ Government Transport-Principles:

- 1987
1. Promote Public Transport
  2. Reduce/Limit car traffic
  3. Concentrate car traffic on main roads
  4. Slow down traffic in residential areas
  5. Restrictive Parking Policy
  6. Enhance ecological mobility such as bicycle, pedestrian etc.

1990 Opening of suburban railway system and  
Creation of Regional Transport Authority (ZVV)

2001 Update Mobility Strategy

# 2000 Watt-Society in City's Constitution (2008)

1 ton CO<sub>2</sub> per Person:

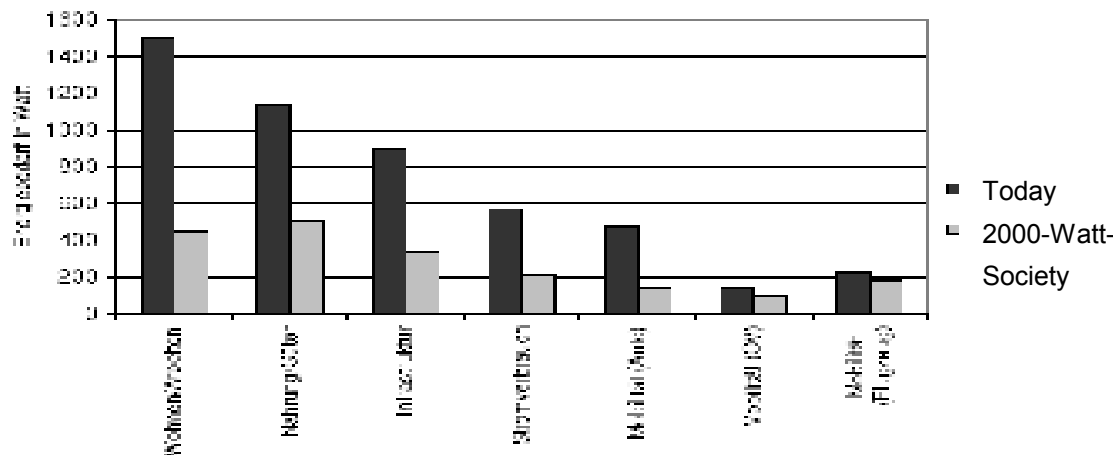
Contract with the people until the year 2050

## Equivalent to Traffic:

- -60% of Emission
- -30% of Energy

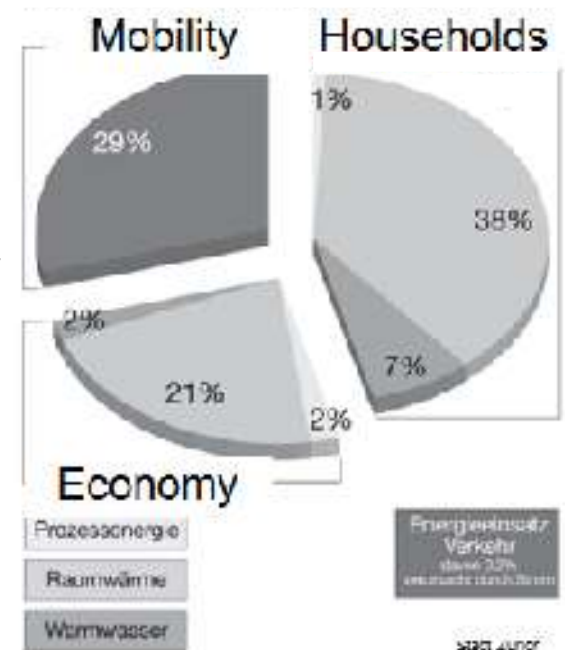
## Generally Reduction Goal:

- From 6000 W to 2000 W
- From 6 ton CO<sub>2</sub> to 1 ton CO<sub>2</sub>



Energiebedarf eines Vier-Personen-Haushalts heute und in der 2000-Watt-Gesellschaft<sup>1</sup>

## Today's share of CO<sub>2</sub>-emissions





# For decades, Zurich pursues a strong networking and a wide diversification of all mobility measures



Tramtrasse Schaffhauserstrasse



Paradeplatz im Vergleich: Anfangs sechziger Jahre und 2008



Bau unterdischer Durchgangsbahnhof



Begegnungszone im Wohnquartier



Velostation am HB Zürich

# Zurich - City of Tramways

- A close net all over the city
- A close timetable
- Reliable and fast transport to all parts of the city
- Clean and safe vehicles
- Priority for public transport at traffic lights
- Constant extension and modernisation of services and infrastructure



Selt 125 Jahren



# Speeding up public transport

Dedicated tracks / bus lanes



Maximum priority for public transport at traffic lights:  
The SESAM system

«Zero-waiting-time»





# Traffic management

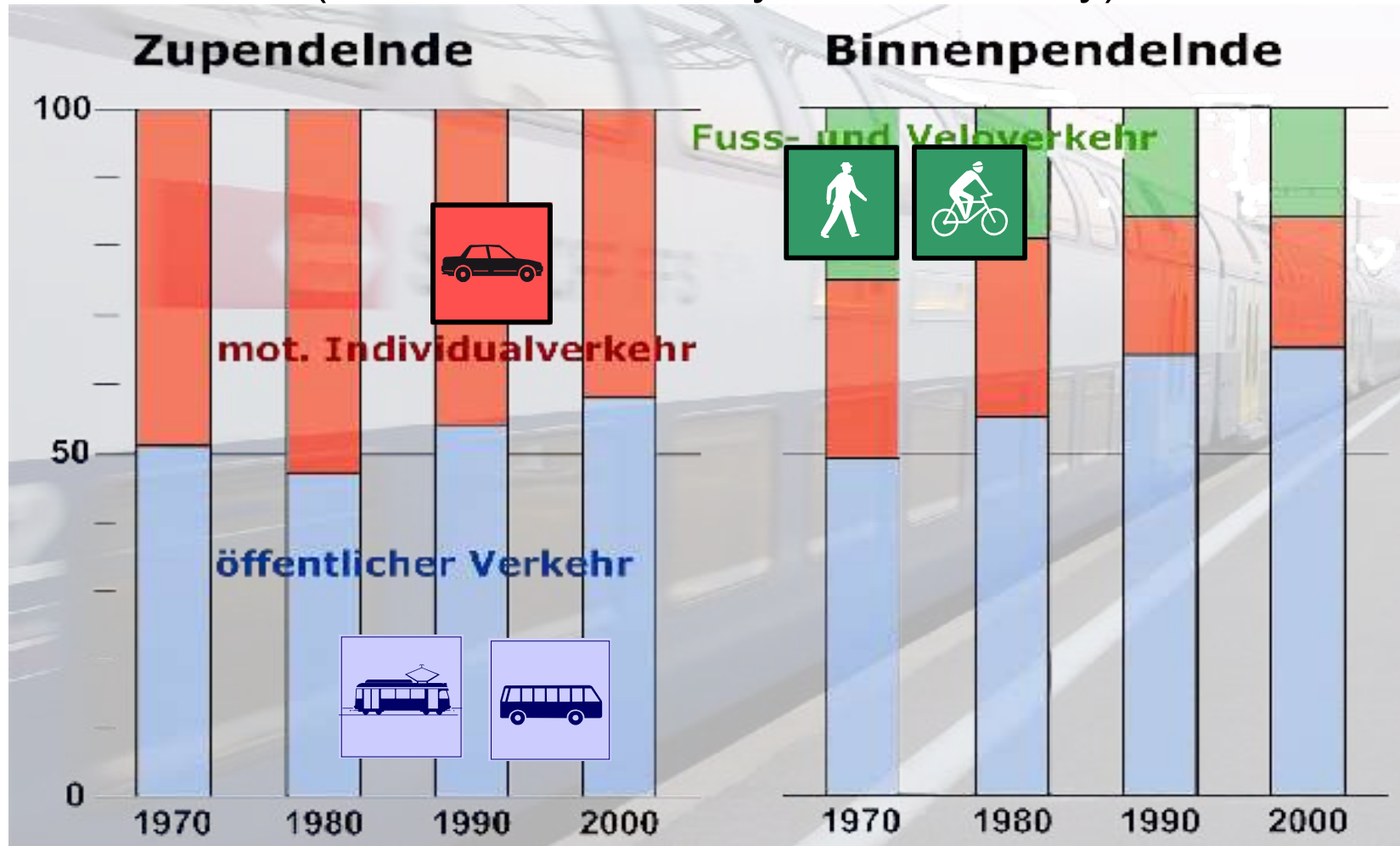


Traffic lights at the city limits to control the flow into town

Automatic adaption according to the traffic volume

# Development of modal split 1970-2000

Commuters (from out into the city; within the city)

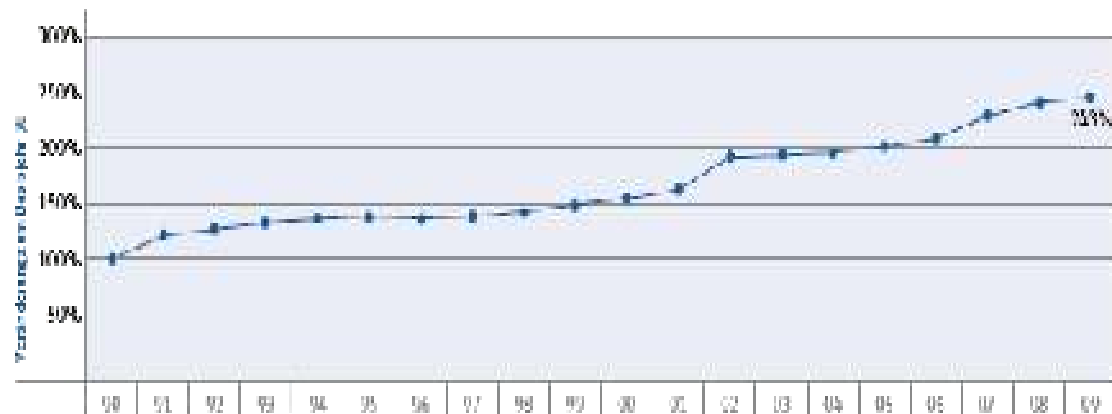


# S-Bahn Zurich: The suburban railway system

- Opening 1990
- 2 billion CHF
- 420 km network
- More than duplication of travellers in 20 years
- Further extension of infrastructure
- 26 lines, 176 stops
- 950 trains per day
- 380'000 passengers per day (crossing city limit)



Entwicklung der S-Bahn seit Verbandsstart



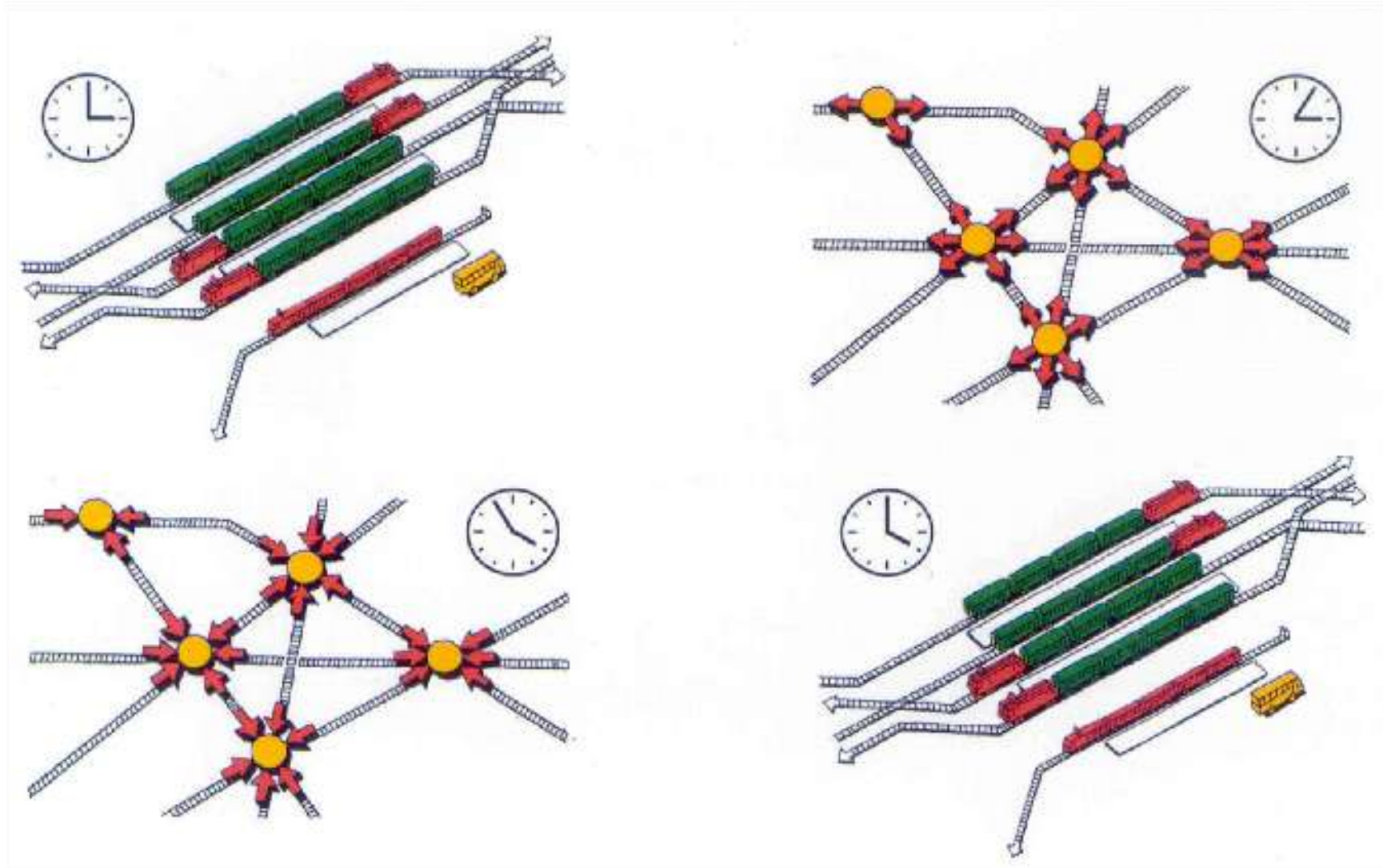
Quelle: empirisches Institut für Verkehrsökonomie, Zürich, Sommersemester 2009.



# Free transfer between modes

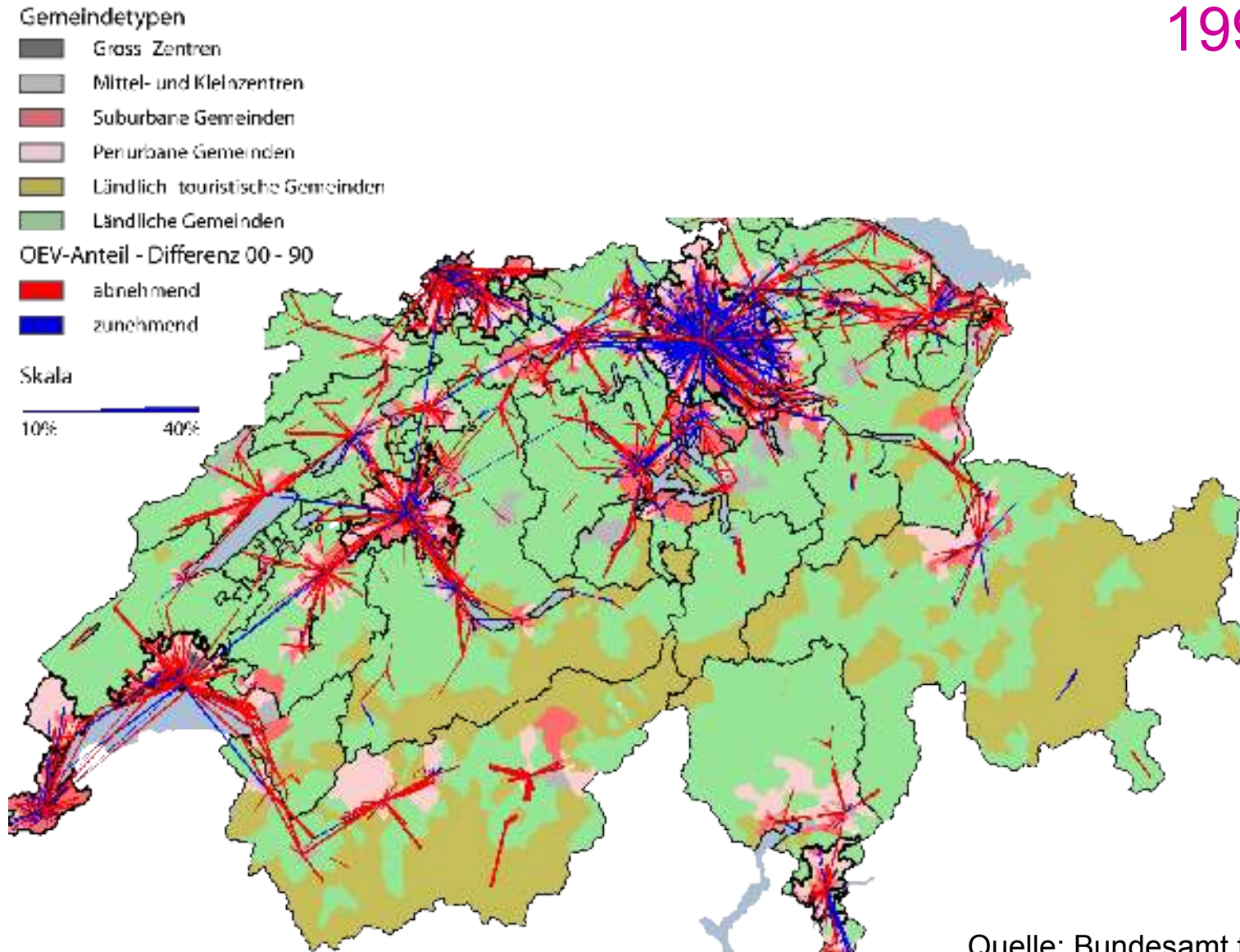


# Concept „Bahn 2000“ (Rail 2000)





# Public Transport-shares regarding commuter-streams 1990-2000

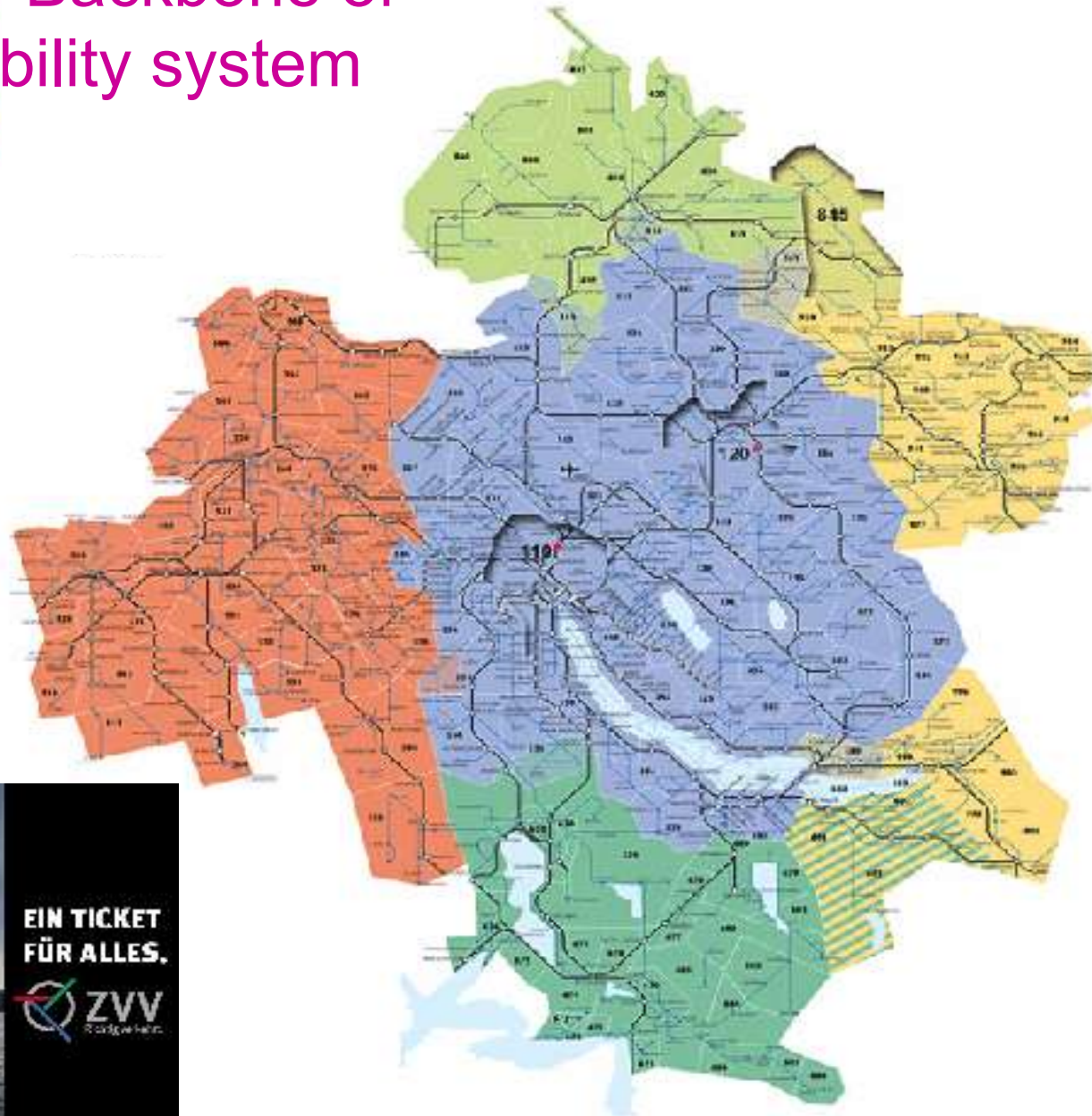


Quelle: Bundesamt für Statistik

# Public Transport – Backbone of Zurich's urban mobility system

## Success criteria

- One ticket for all public transport means in the entire metropolitan area
- Strong suburban railway system
- Attractive tram&bus service within town



EIN TICKET  
FÜR ALLES.



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# Zurich - City of Tramways





The footway is the first and last link in the transport chain of Public Transport





# Good conditions for pedestrians

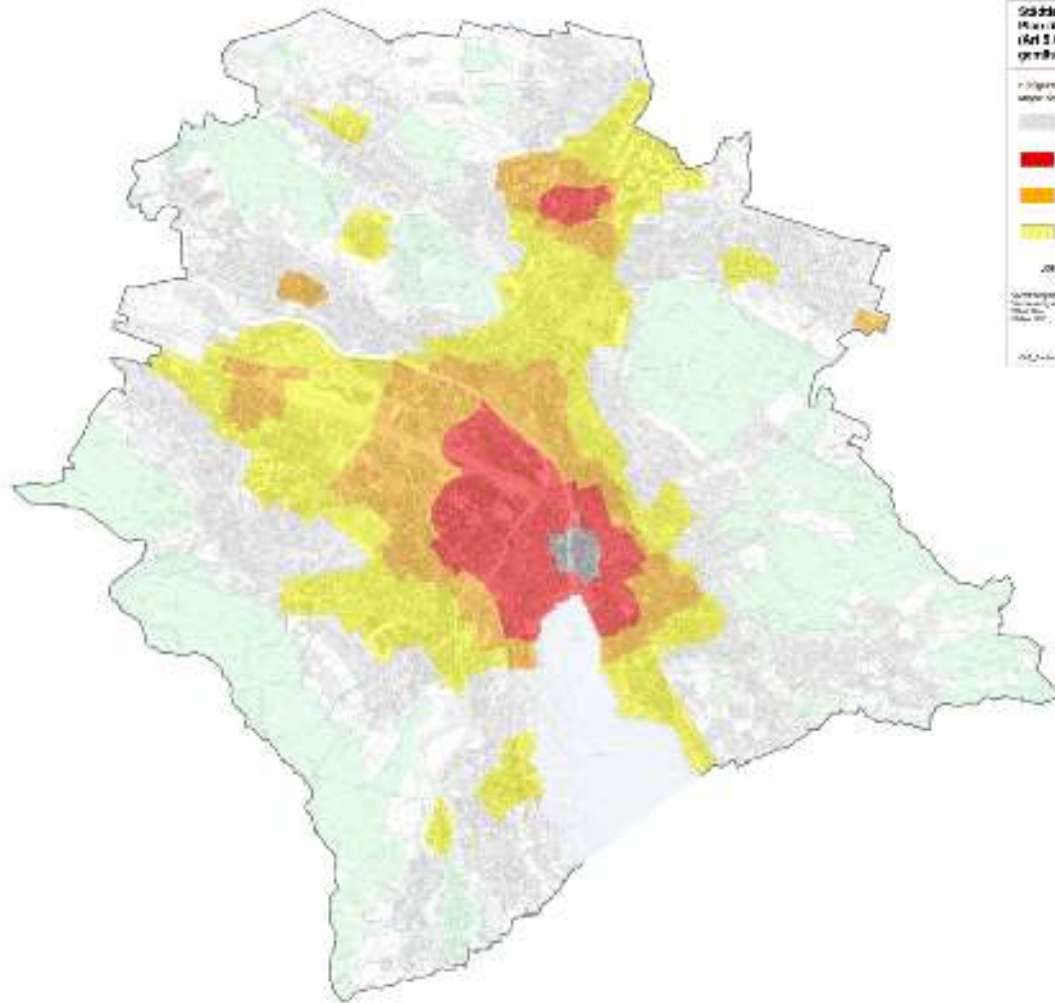
- Small city, short and direct ways
- Attractive public and district spaces
- Tram or bus stops within 300m walking distance
- Promotion of attractive walking connections within the city
- Concentrate car traffic on main roads
- Slow down traffic in residential areas (30 or 20 km/h)
- Parking places reserved for residents



# Design, Public Spaces 2010



# Restriction of private parking depending on area





# Inner City: Pedestrian zone

Extension and revaluation of pedestrian zone due to the „historical compromise concerning parking“



before



after



# Inner City: Improvement Limmatquai

before

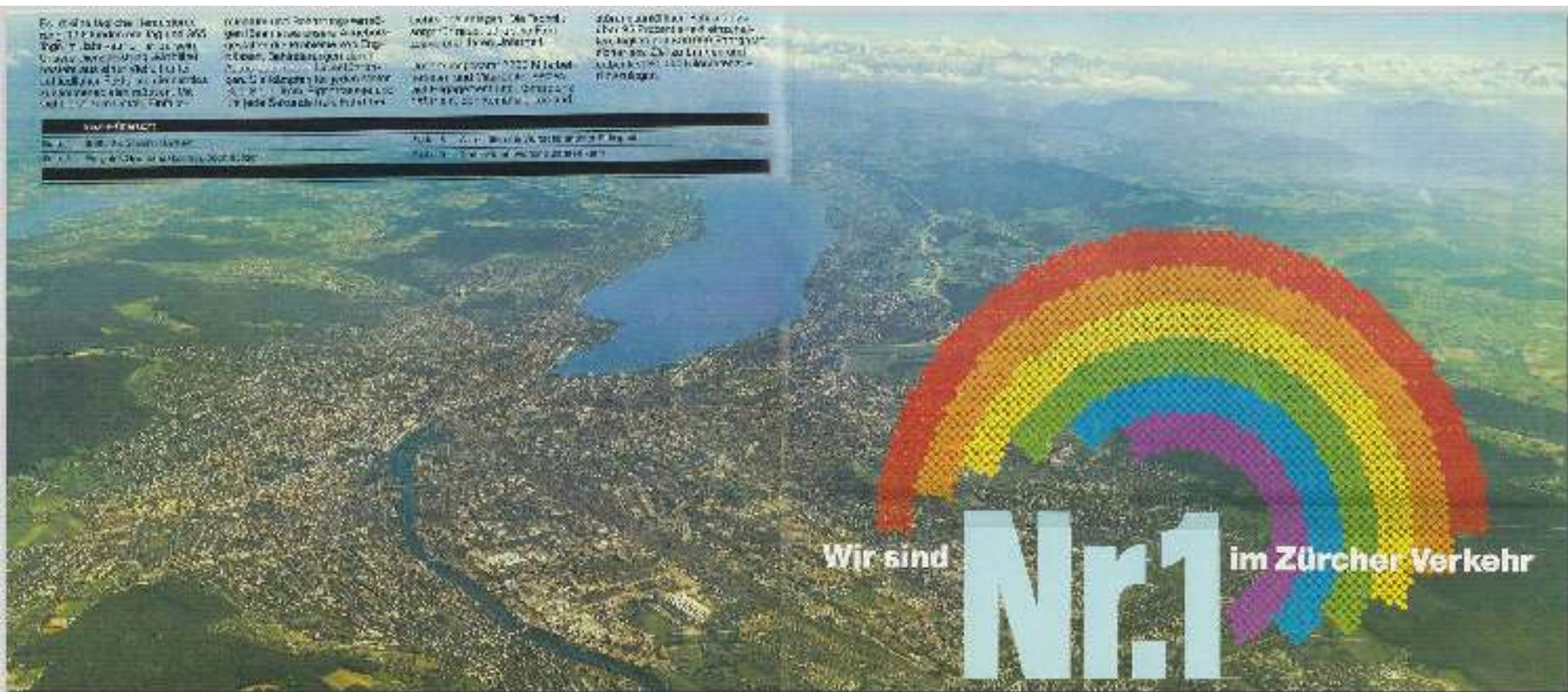


after





# Transport market





# Public transport campaigns



One learns from the very first that there is no drive in driving in the city.

[illegible]

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### Umsteigen lohnt sich



# Awareness by information, campaigns and events





The collage features 12 images illustrating various mobility-related urban infrastructure and services:

- Top left: A green-painted bicycle parking area with a green bench.
- Top middle-left: A green-painted bicycle parking area with a green bench.
- Top middle-right: A green-painted bicycle parking area with a green bench.
- Top right: A green-painted bicycle parking area with a green bench.
- Middle left: A green-painted bicycle parking area with a green bench.
- Middle center-left: A green-painted bicycle parking area with a green bench.
- Middle center-right: A green-painted bicycle parking area with a green bench.
- Middle right: A green-painted bicycle parking area with a green bench.
- Bottom left: A green-painted bicycle parking area with a green bench.
- Bottom center-left: A green-painted bicycle parking area with a green bench.
- Bottom center-right: A green-painted bicycle parking area with a green bench.
- Bottom right: A green-painted bicycle parking area with a green bench.

# Mobilität ist Kult(ur)

# Mobility instruction for children and teenager

Three fields of activities:

## **Mobility dossier** (partner: Department of Education)

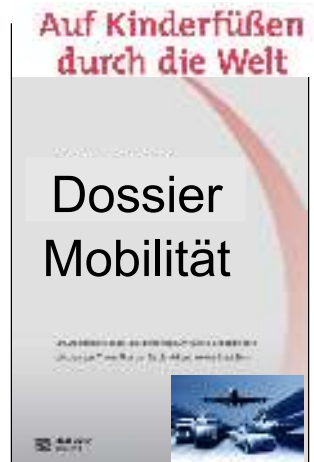
- schooling assistance for teachers
- schooling material / lesson suggestions

## **Internet platform**

- download schooling material

## **Additional offering for school classes**

- mobility week



road works inspection



bicycle servicing



handicapped mobility



city hike





# Zurich's future challenge in urban development



Higher Density: + 60'000 employees  
+ 30'000 inhabitants

→ A town of more than 400'000 employees and 400'000 people



New mobility solutions are  
necessary!



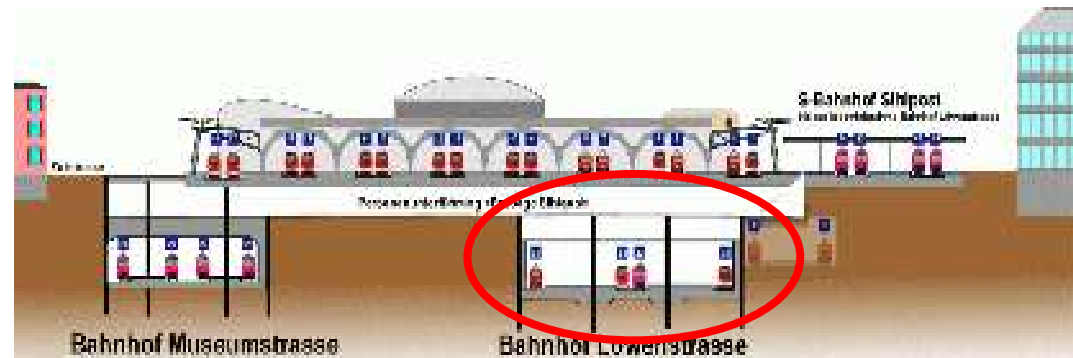
# Transportation planning is a question of balancing the potentials

Changeover potential within the city (according to survey 2007)

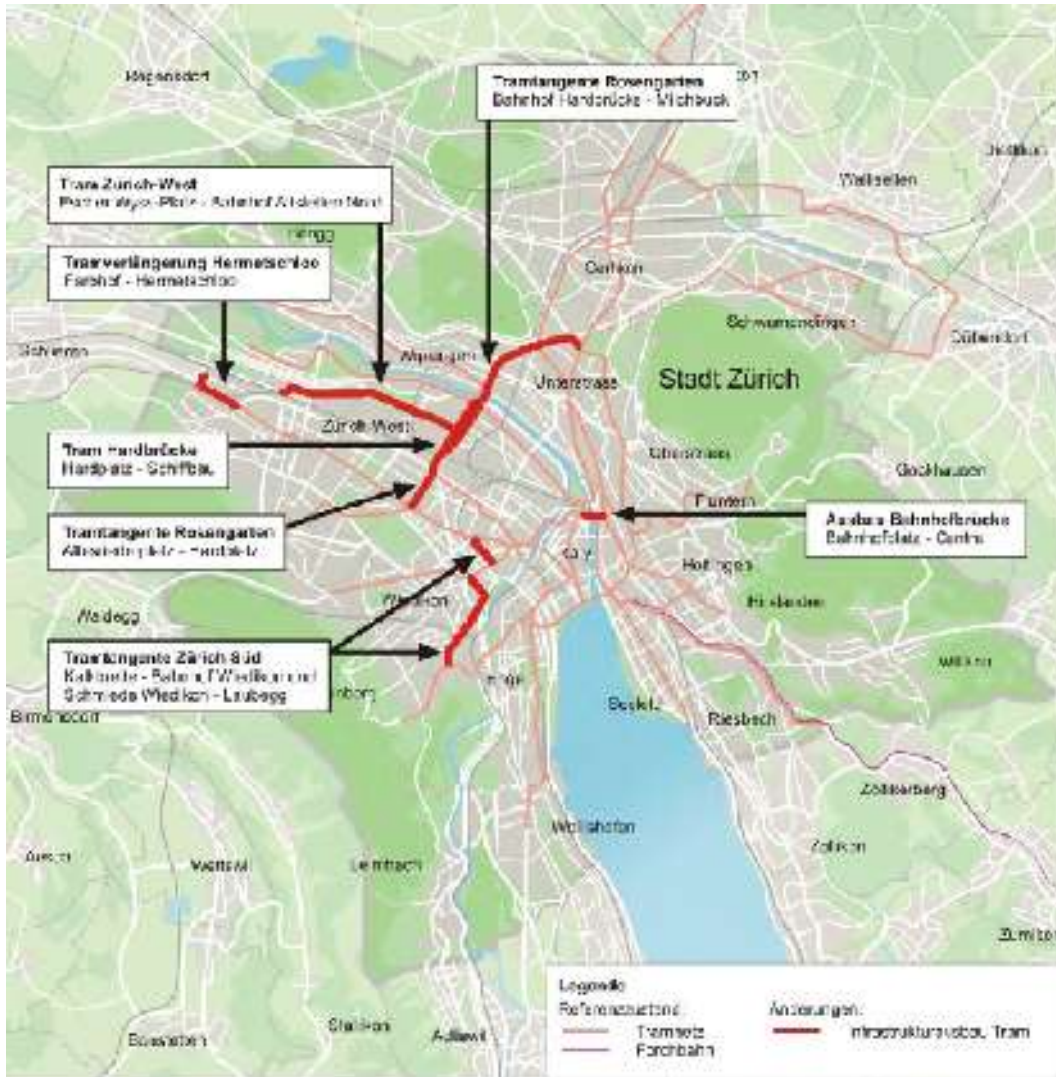
	<b>Motorised Individual Traffic</b>	<b>Public Transport</b>
<b>total of all M.I.T.- &amp; P.T.-trips</b>	<b>100%</b>	<b>100%</b>
▪ <b>replaceable through P.T.</b>	<b>circa 20%</b>	
▪ <b>replaceable through M.I.T.</b>		<b>circa 13%</b>
▪ <b>replaceable through bicycle</b>	<b>circa 10%</b>	<b>circa 10%</b>
▪ <b>replaceable by foot</b>	<b>circa 5%</b>	<b>circa 10%</b>

# Expansion of Zurich main station

- 350'000 travellers per day – to-be 550'000?
- Intersection longdistance-, national-, regional traffic (S-Bahn)
- Expansion till 2013: new underground trough-station with new tunnel to the north (1,5 Mia. CHF)



## Next steps of enlarging tramnetwork

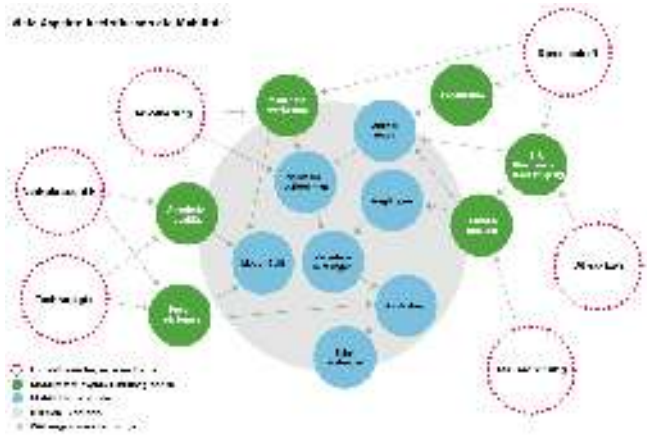


# Goals

- Prepared for Development
- Relieving Inner City



# Transportation planning is a question of looking further than tomorrow (Year 2050)

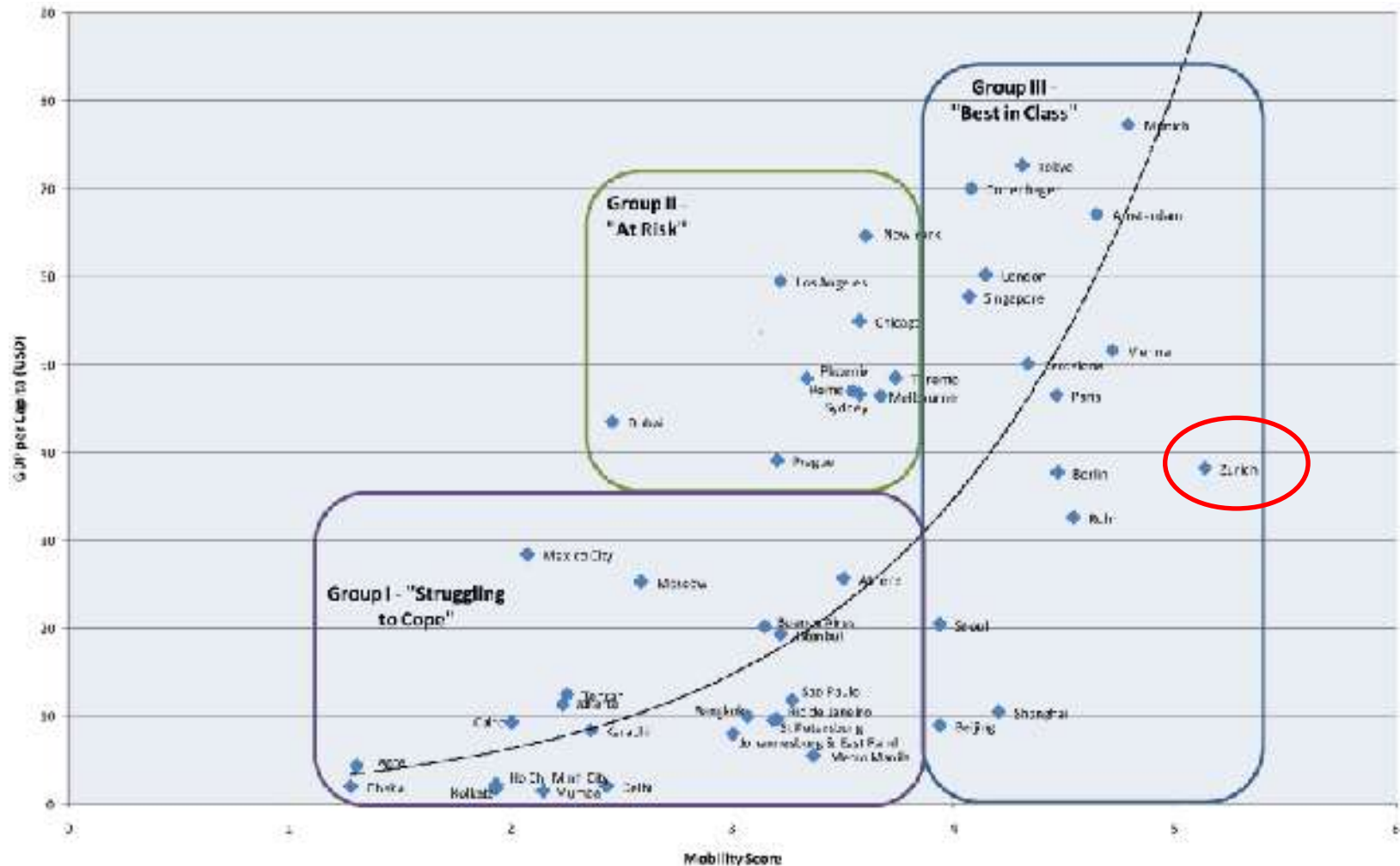


Many aspects influence tomorrow's mobility





# Complete Mobility Index



# Diamond League Zurich, 19 Aug 2010





Thank you for your attention!

