

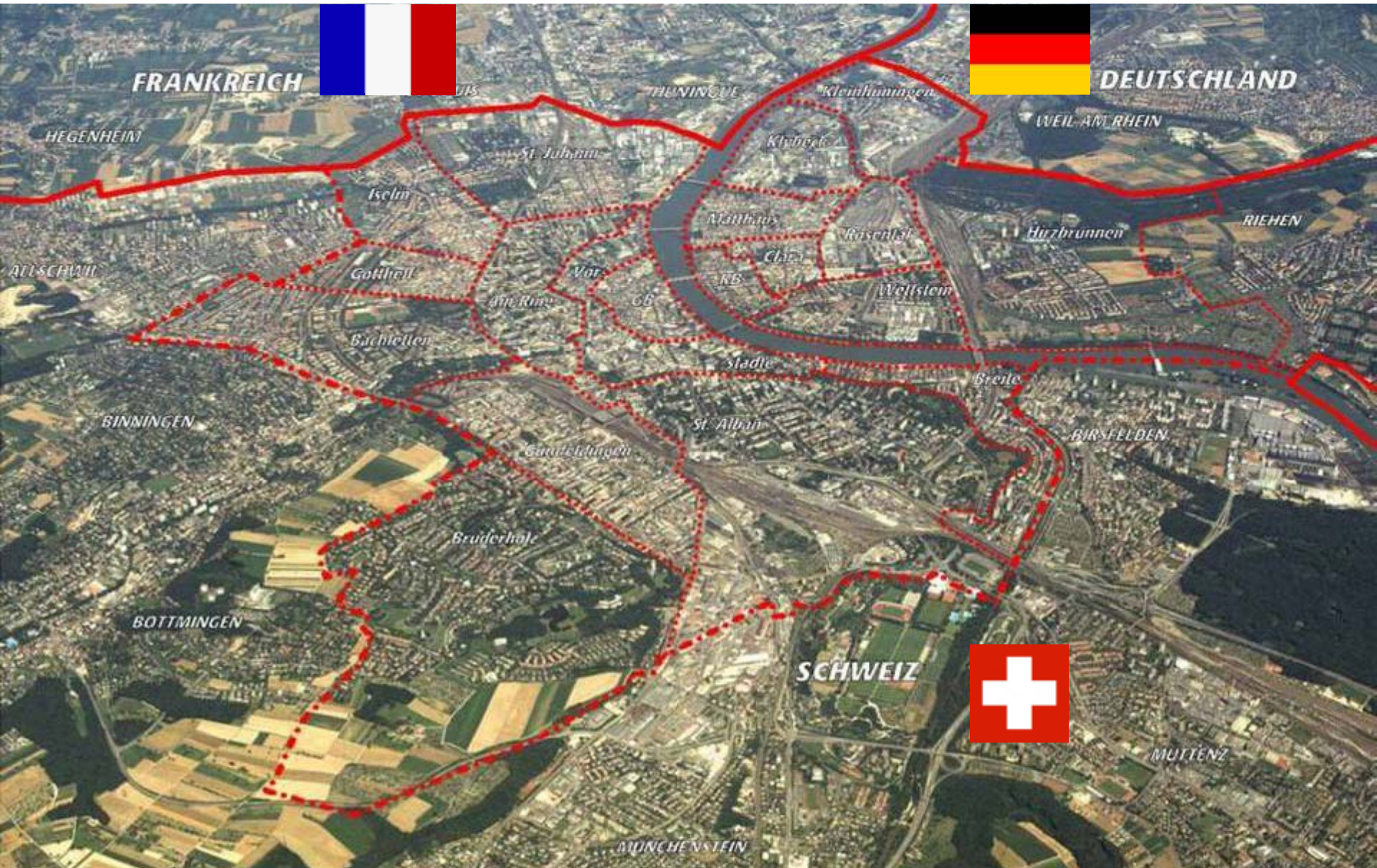


Kanton Basel-Stadt

The development of public transport in the conurbation

Dr. Hans-Peter Wessels, Member of the Executive Council

Annual Conference 2013
European Passengers' Federation





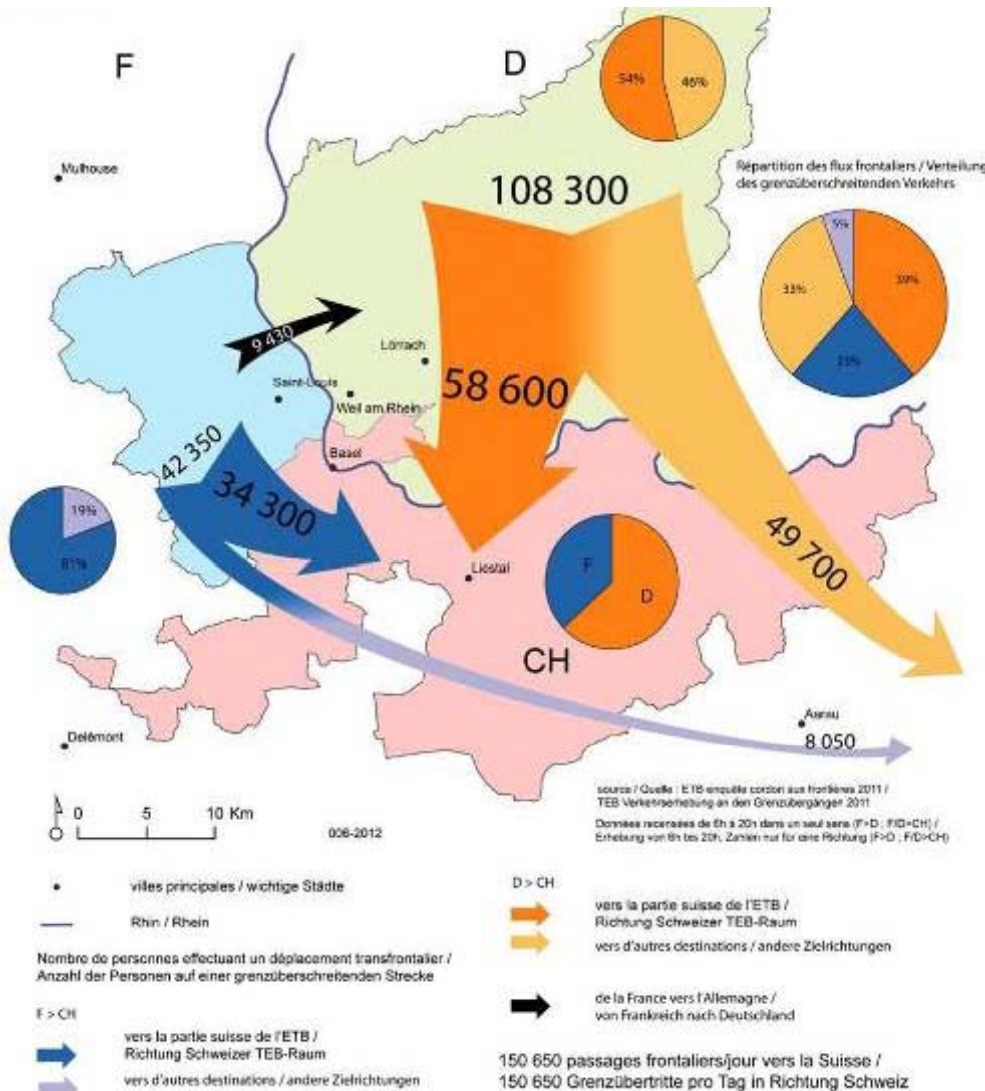
Characteristics of Basel

- Situation*** Border triangle of France, Germany and Switzerland, intersected by the River Rhine
- Structure*** 37 km², high-density area (7000p/km²)
- Inhabitants*** 193 000
- City of Basel*** Central city in the conurbation (half a million inhabitants) and the wider TriRhena region (around 2 million inhabitants)





Commuters – cross-border mobility



- 150 650 border crossings into Switzerland per day
- of which around 50% are made by commuters coming to Basel for work
- 82% cross-border traffic by car, 13% on public transport, 5% by bike and on foot
- Around 70% of public transport passengers crossing the border use S-Bahn suburban railway services
- Around 45% of commuters walk or cycle within Basel

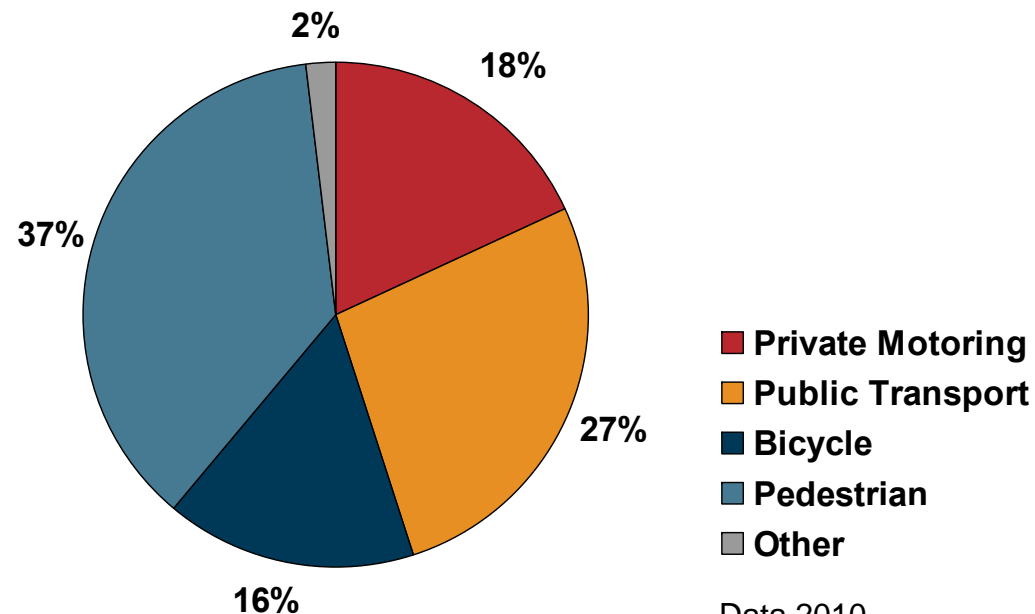


Modal choice – demand for sustainable mobility

Low grade of motorization
352 cars/1000 inhabitants

55% of households without a car

53% of population owns a season
ticket for public transport



Data 2010

→ Sustainable transport accounts for 80% of the modal share
in the city of Basel

→ High demand for public transport



Public transport – getting better and better



96% of Basel's inhabitants are satisfied or very satisfied with public transport...

...but if major steps are to be taken in extending services, investment is needed to develop the tram and S-Bahn infrastructures



Eliminating bottlenecks

Herzstück Regio-S-Bahn

- Connects the national rail networks of Switzerland, Germany and France
- Creates fast and efficient cross-regional links
- Raises regional accessibility
- Key to the location advantages of Basel as a business region
- Quantum leap towards optimal accessibility





Improving accessibility by public transport

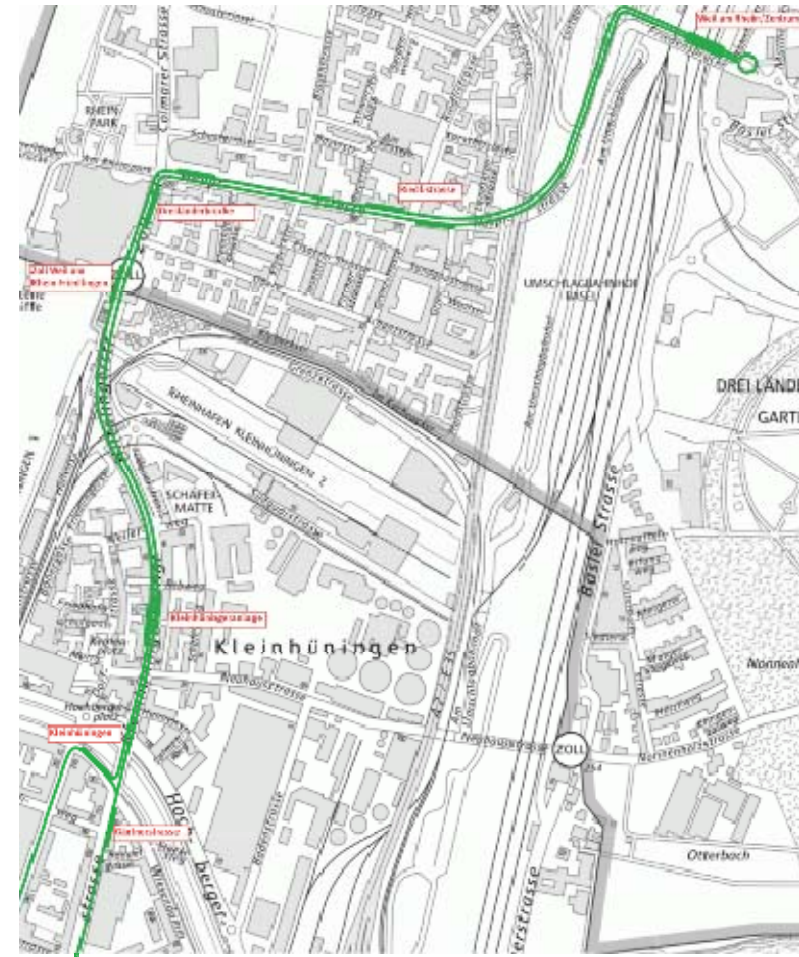


- Roads are relieved of commuter traffic
- Business and the economy are strengthened – in and out of the centre
- Settlement growth is directed specifically towards the S-Bahn corridors



Crossing borders – tram to Germany

- 2.8 km new line to Weil am Rhein railway station, 1.8 km on German territory
- 15 min headway between Weil am Rhein and Basel
- Almost 1500 car journeys per weekday can be transferred to public transport
- First transnational tram in Europe after the 2nd World War
- Construction commenced in 2008, line-up expected in 2014





Crossing borders – tram to France

- 3.3 km new line to St.Louis railway station, 2.8 km on French territory
- Serving new settlement development areas
- Parallel expansion of Saint-Louis railway station to become a central transport hub
- Construction scheduled to commence by the end of 2015, line-up scheduled for 2018





Intermodal transport – a successful combination of sustainable transport modes

- High-standard cycling infrastructure from residential areas to town centre
- Railway stations upgraded to intermodal transfer platforms
- Station squares redesigned to be more pedestrian friendly
- Carry-on bike transport on the entire transport network in the TNW (North-western Switzerland fare network)
- Bicycle stands added to tram and bus stops (Bike&Ride)
- Serviced and supervised parking for bicycles





Obstacles for the trinational region of Basel



- Three countries
- Eight territorial organizational units
- Three rail infrastructure operators
- Four rail transport companies
- Three fare systems
- State treaties from the 19th century

AGGLO PROGRAMM BASEL



→ **Central joint planning instrument
of the trinational region**



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Thank you for listening