



Kanton Basel-Stadt

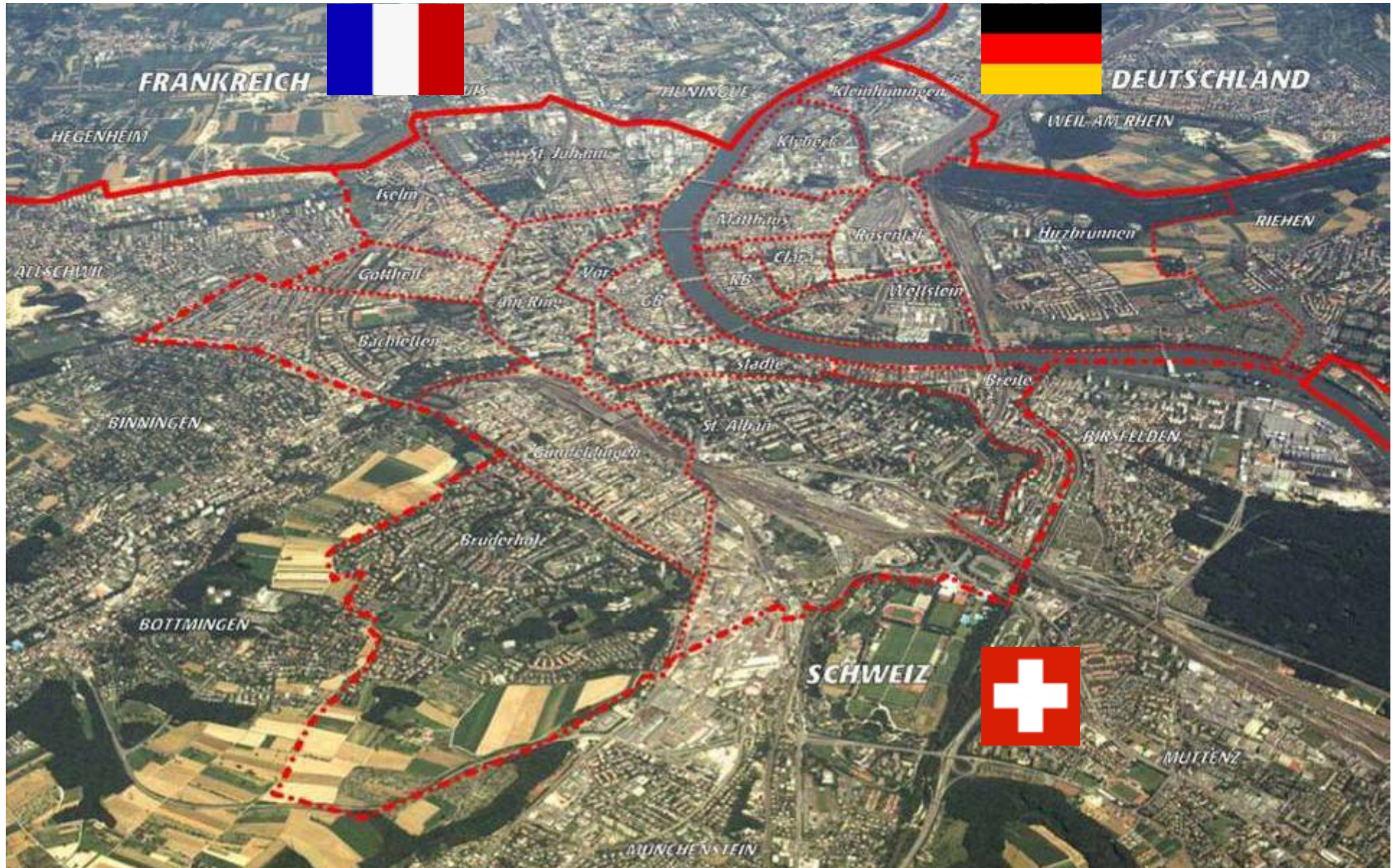
# The development of public transport in the conurbation

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European Passengers' Federation



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## Characteristics of Basel

***Situation*** Border triangle of France, Germany and Switzerland, intersected by the River Rhine

***Structure*** 37 km<sup>2</sup>, high-density area (7000p/km<sup>2</sup>)

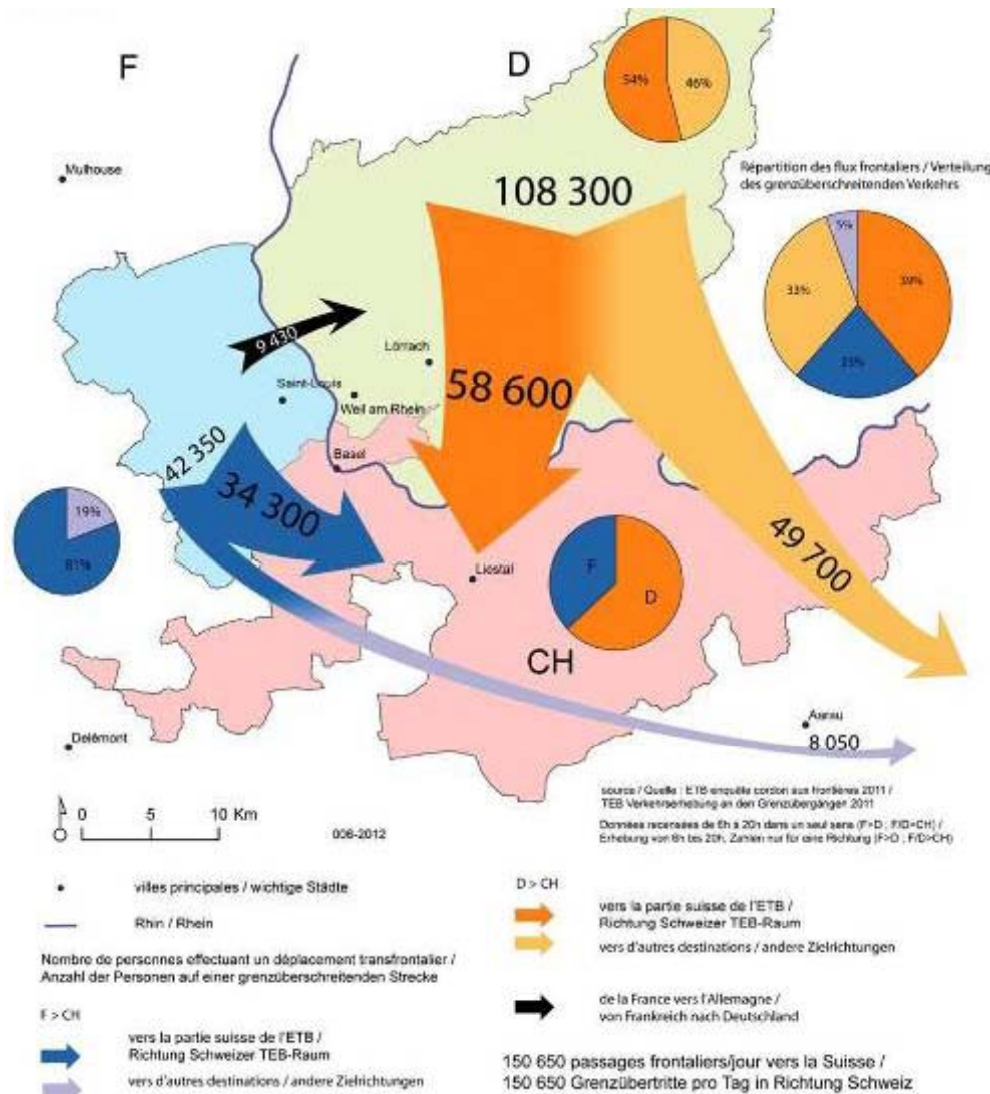
***Inhabitants*** 193 000

***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

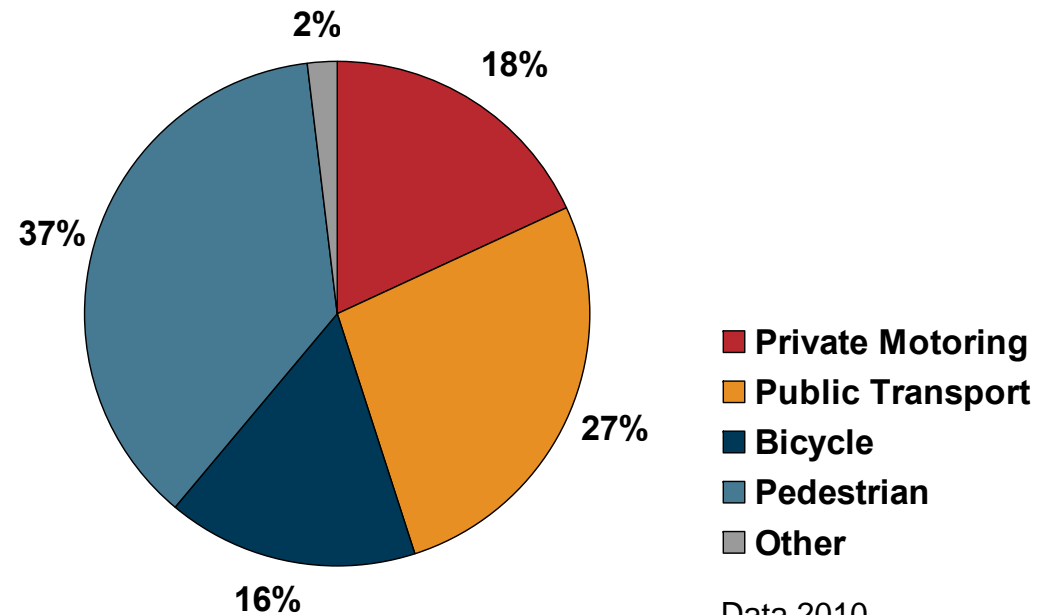


## Modal choice – demand for sustainable mobility

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



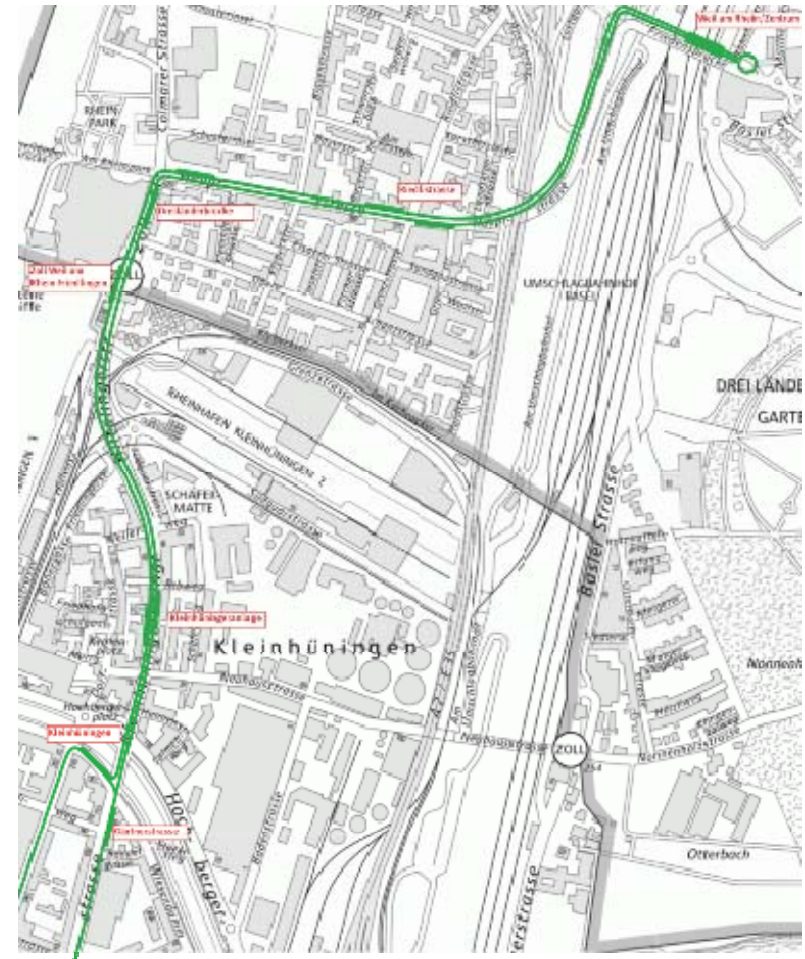
- Roads are relieved of commuter traffic
- Business and the economy are strengthened – in and out of the centre
- Settlement growth is directed specifically towards the S-Bahn corridors





## 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**