Cycling Promotion in Switzerland – the example of Basel

Antje Hammer

Mobility Strategy
Department of Public Works and Transport
Canton of Basel-Stadt
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**Situation**
Border triangle of France / Germany / Switzerland, intersected by the River Rhine

**Inhabitants (2012)**
Canton of Basel-Stadt = 3 municipalities, 193’000 (City of Basel 170’000)
Share of foreign nationals: 34%

**Area**
37 km²

**Structure**
High-density area (7000p/km²)

**City of Basel**
Centre town of agglomeration with half a million people and of wider region Tri-Rhena (around 2 Mio. inhabitants)
Canton of Basel-Stadt

International turntable of passenger and freight traffic
Basel - a high dense cycling city

- densely populated: 6'800 persons/km
- 87.5% of the 24km² of Basel are settlement area or used for traffic purposes
- City of short distances, narrow streets, small squares, shared spaces, city centre with dense historic building structures
- Cycling City

Modal Split of the inhabitants of the City of Basel 2010

<table>
<thead>
<tr>
<th>pedestrians</th>
<th>cyclists</th>
<th>public transport</th>
<th>motorised private transport</th>
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<tbody>
<tr>
<td>37%</td>
<td>16%</td>
<td>27%</td>
<td>18%</td>
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Basel - Transport system

- Important (inter-)national crossroads
- Dense local public transport network (bus, tramway, regional train system)
- Dense bicycle network, pedestrian zones in city centre
- Traffic calmed zones in residential areas
- Right-hand traffic
Modal choice: high demand for public transport

- Motorisation: 352 cars/1000 persons (2010)
- Basel-Stadt: 55% of households without a car (2010)
- Modal split public transport in NW-Switzerland: 37% (2010)
- 53% of the population owns season-ticket (2010)
- But: modal split lower for cross-border trips

Data: Urban audit 2012/modelisation
Statistics: cycling in Basel

• Availability of bicycles:
  – 1,5 bicycles per household

• Bicycle accidents:
  – 66 (2012)

• Bicycle thefts:
  – 2417 (2010)
  – 1500 thefts/100‘000 persons

Bicycle accidents from 2005-2012
Legal basis

Constitution of the Canton of Basel-Stadt

- Encouraging and coordination of a sustainable, economical and energy-saving mobility
- Priority of Public transport
- Lobbying for an attractive agglomeration transport system
Global credits for planning and realization

• 1. global credit 1988-2005: 25 Mio CHF
• 2. global credit 2006-2010: 8 Mio CHF
• 3. global credit 2011: 10 Mio CHF
• 4. global credit 2014: ….???

• Projects exclusively for – small projects for - cyclers and pedestrians, not in combination with other planning and construction needs
• Decision by the gouvernement, not the parliament
Our vision: Basel, the most bike and pedestrian friendly city in Switzerland!

1. Traffic participants increasingly use forms of combined mobility for long and medium range distances.
   - 1.1 Walking and cycling are viewed as safe. Target destinations can be quickly and directly reached on foot and by bike.
   - 1.2 Politicians and lobbies support cycling and walking as an important, likeable and fully fledged mode of transport.
   - 1.3 Cycling and walking are seen and used as an everyday transport mode throughout the population.
   - 1.4 Parents encourage their children to be independent traffic participants.
   - 1.5 Teenagers like to walk and cycle on an everyday basis.

2. Simplify acquisition of financial means for walking and cycling infrastructure.
   - 2.1 Simplify acquisition of financial means for walking and cycling infrastructure.
   - 2.2 Secure financial and personnel resources and use them in a strategy oriented way.
   - 2.3 Simplify acquisition of financial means for non infrastructural measures.

3. Expand a safe and continuous cycling network and create direct, fast and safe bike connections.
   - 3.1 Expand a safe and continuous cycling network and create direct, fast and safe bike connections.
   - 3.2 Create an ample amount of safe and attractive bike parking facilities and bike rental stations.
   - 3.3 Expand a safe and continuous walking network. Create more space for pedestrians.
   - 3.4 Economic advantages of cycling and walking are advertised in a target group compliant way.
   - 3.5 Advantages of walking and cycling are advertised in a target group compliant way.
   - 3.6 Develop and implement service offers for different target groups.
   - 3.7 Train students to become safe pedestrians and cyclists.
   - 3.8 Promote an image of cycling and walking as a healthy, cool and sustainable transport mode at schools.

4. Intensify cooperation with other departments.
   - 4.1 Enhance cooperation with BVB to promote cycling and walking.
   - 4.2 Acquire partners to promote cycling and walking.
   - 4.3 Intensify cooperation with other departments.
   - 4.4 Use all opportunities for cycling and walking.
   - 4.5 Simplify handling of small cycling and walking projects.
   - 4.6 BVD promotes exemplary cycling and walking measures at company level.

5. Support adaptability.
   - 5.1 Staff members as ambassadors for BVD.
   - 5.2 Motivate and support staff members.
   - 5.3 Support adaptability.
   - 5.4 Support cooperation.
   - 5.5 Management culture.
Strengths of cycling policy

- Bicycle traffic on political agenda for more than 30 years
- Integrated part of overall mobility
- Clear definition of cycling network and of necessity of further bicycle measures on main streets
- Cantonal standards and demands
- Directive plan on cycling policies and concepts with an overview of cycling measures
- Efficient financing model
- Defined regulation concerning cost responsibility
Cycling promotion – infrastructure

Standards for cycling infrastructure in Switzerland:

- federal traffic law: general traffic rules, behaviour rules, scope of signals, etc.
- federal manuals and guide lines
- national engineering standards
- manuals and studies from national associations
- National observational researches (Kernfahrbahnen: http://www.kernfahrbahn.ch/)
- cantonal standards, often mandatory for civil services
- local instruction, varying
Cycling promotion – infrastructure

Standards for cycling infrastructure in Basel:

• determined in the directive plan for bicycle traffic, in process!

• Directive plan:
  - cycling network
    (basic network and commuter routes)
  - quality demands
    (planning, realisation, maintenance and operation)
  - standards for cantonal infrastructure
    (principle of bicycling routing, minimum dimensions, etc.)

• Directive plan binding for administration
Realized measures – infrastructure

• Network of bicycle lanes that total 150 km (93 miles)
• Separate bicycle lanes on main streets
• Mitigation of dangerous crossings
• Creating and improving the overall bicycle parking situation
• Bicycle parking at the main train station
Realized measures – operational

- Introduction of reduced-traffic areas (30 km/h = 18 miles/h)
- Traffic restrictions in the city centre
- Bus lanes with bicycle admittance
- One-way streets with two-way bicycle traffic
- Indirect left turn for bicycles at traffic lights
- Sign posting of leisure routes
Traffic control – induction detectors

- Bicyclists mostly have their own recording means
Traffic control – bicycle traffic lights

- Two-way bicycle traffic at crossroads
Traffic control – indirect left turn

- Special features for cyclists
- used at crossroads where it is not possible to turn left directly by moving into the left-hand lane
- used at crossroads where cyclists are permitted to turn left while other road users are not
- also used as second possibility to turn left and crossing the junction on a save way
Traffic control – indirect left turn

A cyclist taking an indirect left turn:
Cycling promotion – infrastructure

Sign posting:

• Regulated in binding national standards
One-way streets

- Number of sections of one-way streets: 656
- Realised oncoming bicycle traffic: 480
Bicycle and pedestrian bridges
Masterplan „EuroVille“ Basel: improving the situation around the main station

- Reorganization Centralbahnhofplatz
- New Tramline
- New bay platform „Passerelle“
- Covered bike parking places
- New underground bike parking
- Carparking
- New pedestrian and cycling route
- New buildings
- Construction site
- Boulevard Güterstrasse
Bike Infrastructure around the main station
Bicycle parking at the main train station Basel SBB

- All over 4’000 bike parking places in and around the main station
- Capacity of 1’220 bicycles (opened in 2002) now 1’700 bicycles): overloaded…..second bike parking scheduled.
- Part without charge / Part not free of charge: free for the first 1/2h, 1CHF/24h, 60CHF/year
- Construction costs 11 Mio CHF maintenance costs 700’000 CHF/year
- Personal control 24h/24h
- Separate entrances from all directions
- Additional infrastructure: tyre inflators, places for specific bikes, charging stations, lockers, showers, bike repair / rental.
Bicycle parking at train station St. Johann

- Smaller train station in the north of Basel: enterprises with many French commuters
- Opened in 2009
- Capacity of 300 bicycles
- Construction costs 1.5 Mio CHF
- Lower maintenance costs: controlled by video
- Separate entrances from all directions
Bike Parking in Basel

Ca. 19‘500 places of public bike parking places in the Canton of Basel-Stadt

Photo: Daniel Conde an David Peltzer
Cycling promotion – «Basel on the way»

Family Brand: Promotion of sustainable mobility in Basel
«Basel on the way»
- City cycling map (actualised in 2011)
- Languages: German, English, French
- Online: www.stadtplan.bs.ch/geoviewer/
Cycling promotion – fairness-campaign

Campaign: “Fair Traffic”

• Initial situation
  - in urban space numerous requirements of road users may collide
  - behaviour can cause reciprocal interferences

• Project objectives
  - all road users are equal partners
  - focus on fairness, not on safety
  - name conflicts and reduce fronts
  - not dunning or educational

www.fair-im-verkehr.ch
Thank you for your attention