The Transport Study 3Land Basel

A cross border mobility concept towards an optimal coordination between settlement and transport development in an urban area

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Content

1. Impact
2. Initial situation
3. Task
4. Approach
5. Results
1. Impact

Potential for renewal of the industrial, logistical and port areas in 3Land

→ Vision: Towards a lively, mixed-used district of high quality, based on sustainable development
2. Initial situation

Planning agreement 3Land concerning a coordinated tri-national development of the cities Basel, Huningue and Weil a.R.
2. Initial situation

3Land-Concept from Development Vision 2011

Conceptual framework for a common identity:
1. Rhine area
2. Rhine bridges
3. City streets
2. Initial situation

Planning Process of the 3Land

- Development vision: 2011
- Planning agreement: 2012
- Spatial concept: 2014-15

Tri-national Transport Study: 2016

- Service concepts
- Cost-benefit studies
- Special-use planning
- district structure plan
- Projects

From 2018
3. Task

Planning agreement 2016

Goals regarding mobility:

- Overall traffic strategy with priority to public transport, pedestrian and bicycle traffic
- Better cross-border connections
- Opening of large enclosed and monofunctionally used areas
- Accessibility of the Rhine bank as well as extended green and open spaces
3. Task

Overall transport study

Project goals:

- Coordinate settlement and traffic
- Illustrate scope of action and range for development
- Estimate effects
  (Transportation, environment, public space, urbanism)
- Develop a mobility concept incl. required measures
- Create basic principles for political decision and participation processes
4. Approach – Steps 1 to 3

Step 1: Analysis, Definition Scenarios

Step 2: Traffic calculation

Step 3: Assessment, choice of scenarios
4. Approach – Step 1

Analysis and definition of scenarios

Scenario S1R (Normal case)
Scenario S1A (Car reduced)

Scenario S2R (Normal case)
Scenario S2A (Car reduced)
4. Approach – Step 2

Traffic calculation

Findings:

→ Growing mobility needs, especially in public, pedestrian and bicycle traffic, due to the following developments:
  – Number of inhabitants + 50% to 90%
  – Number of work places + 50% to 100%

→ Motorized traffic is currently at capacity limit, only limited extension possible/compatible

→ Overall traffic concept needed with active management of the traffic development
4. Approach – Step 3

Evaluation, choice of scenarios

Transportation

- Modal split, increase of motorized transport, public transport potential, pedestrian- and bicycle traffic, costs

Urban space / open spaces

- Open and public spaces, urbanity, city image

Environment / economy / society

- Air / noise pollution, economic incentives, goal achievement of the agreement, approval of the population
4. Approach – Steps 4 to 5

Step 4: Mobility concept

Step 5: Implementation
4. Approach – Step 4

Mobility concept

Macrostructure – cover with mobility hubs

- Gather and bundle transport «from the outside»: From train/cars towards tram/bus or pedestrian and bicycle traffic

→ Goal: optimally connect all 3Land neighbourhoods with all mobility hubs
4. Approach – Step 4

Mobility concept

Connection of districts with mobility hubs and centres

- Very high public transport attractiveness

→ New bridge over the Rhine with public transport, pedestrian and bicycle traffic

→ Mobility centres as transfer points
4. Approach – Step 5

Implementation

Action plan

Measure list
- Effect / Goal
- Priority
- Responsibility

→ Overview

Action plan
- Next steps
- Lead
- Terms

→ Work Instrument

Massnahmenliste δV (S2A)

|-----|----------|--------------------|-----------------------------|-------------|----------------|--------------------------|-----------
| 1   | K-Takt (A) | Grossg. (01-12) | 80 Mio. | 37 Min. | 15 Mio. | 15 Mio. | Kanton, Kühne, Solothurner Zementfirma

Aktionsplan δV (S2A)

|-----|----------|--------------------|-----------------------------|-------------|----------------|--------------------------|-----------
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Transport study 3Land Basel 16
4. Approach – Step 5

Implementation

Monitoring:

→ Knowledge about the current situation

→ Early recognition of developments and trends

→ Creating basis for decisions

→ Early actions for creating reserves

Active management of the settlement and transport development
5. Results

Important findings

Premises for a high quality and sustainable development

→ Consistent management of a coordinated settlement and transport development by means of Monitoring & Controlling

→ Active management of the (growing) mobility demand by means of Push- und Pull-Strategy
  – New uses: preferably high percentage of public transport, pedestrian and bicycle traffic
  – Shift from motorized traffic towards public transport
5. Results

Recommendations

→ Dense, low car scenario as basis for further planning
  – Largest scope of action for the future
  – Highest urban quality
  – Best possible integration of transportation
5. Results

Challenges

- Cross-national planning
  - different priorities, laws, regulations…
- New infrastructures
  - Availability of estates, cross-border financing
- Different cultures in these three countries…
- Planning liability
  - until now «only» concepts / planning agreements
- Participation of population
  - Concerns in the neighbouring districts
5. Results

Success factors

- Common vision: commitment to important aspects, such as sustainable development
- Planning agreement: important basis for the international cooperation
- New processes, common organisation
- Effective iterative procedure and method used for the elaboration of the mobility concept
- Willpower, openness for creative ideas, high dynamics
Thank you for your interest!

www.hafen-stadt.ch/3land.html

http://3-land.net