Integration of Public Transport in an Overall Transport System
The Example of the Greater Zurich Area
Greater Zurich Area – a good example?
Passengers in Commuter Trains vs. Private Car Traffic at Zurich City Limits [%]

Commuter Trains

Private Car Traffic

equivalent at peak hour: 14-lane motorway
Modal-Split in Switzerland 1990 vs 2000

Greater Zurich Area
Go where the Market is
It is all about the transport chain

relevant factors
- easy access (regular interval timetable / fare structure)
- frequency and duration of services (whole transport chain)
- reliable timetable / excellent and reliable connections
- total journey time (compared to private cars)

- network density
- security / comfort / cost of trip / others
Easy Access: Keep Timetables Simple and Understandable

- Commuter trains
  - < 10km = 15’ interval

- Accelerated commuter trains
  - ≈ 10-20km = 30’ interval

- InterCity trains
  - ≈ 20-40km = 30’ interval

- Interval families:
  - 7.5’ – 15’ – 30’ – 60’

- Optimising connections:
  - Train - train
  - Train - bus

- Connecting buses

Zürich
Easy Access: Integrated Ticket System

- fully integrated
  - valid for all means of transport
- tickets valid by zone and time (not by destination and trip)
  - number of trips within time and zone not limited
- standardised points of sale
  - ticket vending machines
  - bus driver
- tickets types
  - 1-2 hours, 24 hours, 1 month, 1 year
  - available for all combinations of zones
Easy Access: Standardised Customer Information

Fahrplan Schweiz
+ Tür-zu-Tür im Kanton Zürich

Von: Haltestelle
Nach: Haltestelle
Vis(1): Haltestelle
Datum: Di, 07.10.08
Uhrzeit: 12:30

Verbindung suchen Neue Anfrage Erweitert

ZVV-Contact 0848 988 988 www.zvv.ch

UN Workshop Skopje 7. June 2010
Infrastructure and operations financing

- Centralised financing is favoured over all systems optimisation.

- Approx. 7% of the total tax income of the Zurich Region goes into public transport.

- USD 90m per year (fund) to finance new infrastructure.
- USD 395m per year (2009) to cover operational deficit.
Integration in overall transport system? ➔ Search for simple, viable solutions!

Reducing Road Traffic by Reducing Parking Space

- main goal: Making city more worth living
- subsidiary result: Booming public transport

What has been done?

- all car parks are clearly marked and collect charges, no “wild” parking allowed
- political compromise: for every new public car park newly built, an existing one has to be eliminated
- severe restrictions when building new traffic-intensive buildings (e.g. supermarkets)
Organisation?

Finding the Right Power Balance!

key factor: level of subsidies for operation

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Operator / Transport Company
- optimization of own lines, not system ➔
- close to market (if responsible) ➔

Authority / Government
- overall optimization, defining network ➔
- Subsidies for regional balance ➔
- few knowledge on operational aspects ➔
- tends to be bureaucratic ➔
- Setting quality standards ➔
Conclusions

- Public transport functions only as an integrated network
  - Every trip starts at home
  - Changing modes requires very high reliability
  - Integrated fare structures

- Keep it simple (it is already quite complex)
  - Fare structure, timetable, passenger information

- Don’t forget the private car traffic – limit parking space and road capacity

- Good public transport is not cheap - but it pays off!