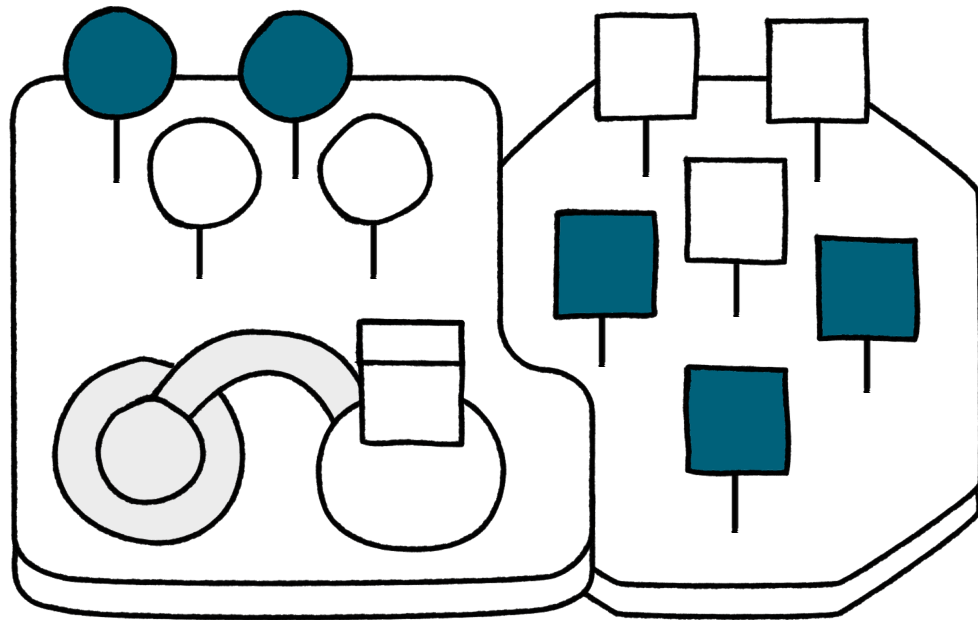


Temporary 30 zones

**Time frame**

From 2013

Stakeholders

Political legislative
Political executive
Traffic planners
Spatial and urban planners

Typologies (space types)

Living environment
Intermediate space

**Design quality criteria**

Freedom from danger
Accessibility

**Structure-related quality criteria**

Collaboration
Efficacy review
Participation and identification

The starting point

Numerous parliamentary initiatives have called for the expansion of the 30-zones in Basel in recent years. Residents also make frequent enquiries direct to the cantonal administration in this regard. This demonstrates the Basel population's need for increased traffic calming on the urban road network.

In January 2013, the Cantonal Parliament approved the expansion of the 30-zones. On the one hand, additional sections of residential roads are to be integrated into existing 30-zones where possible. On the other hand, reviews are to be conducted to determine whether certain traffic-oriented roads should be permanently converted to 30-zones, or only at certain times.

Traffic safety and the quality of the living environment are to be increased with the introduction of 30-zones. The problem now is, however, the competing demands on traffic-oriented roads. On the one hand, traffic on the main routes needs to flow as smoothly as possible and thereby take the strain off residential roads. On the other hand, maximum possible traffic safety is the priority, especially around schools and their many children.

Aims

Temporary operation of 30-zones at certain times and during school hours (not during school holidays). The specific operating hours will be set out in advance and apply in the respective periods (currently 7.30 am – 8.30 am, 11.45 am – 2.15 pm, 3.30 pm – 6.15 pm on school days).

Target group

Pedestrians, especially children and young people.

Costs

Depending on the road situation and the subsequently required numbers of variable message panels and the necessary construction works (power supply lines, foundations, etc.), construction costs of around 80,000 to 120,000 Swiss francs per section should be expected.

Project progression

Compilation of the planning principles (road network hierarchy with residential and traffic-oriented roads), legal principles (road traffic law, federal noise protection regulations, etc.) and general principles (standards, recommendations, etc.) for creating the 30-zone concept. Application for credit to the parliament for project and implementation funding.

Success factors

- Close collaboration between the agencies involved (planning, infrastructure, traffic technology, traffic prevention and traffic safety).
- PR using media messaging (publication of the 30-zone traffic regulations, system commissioning).
- Political will.

Challenges

- Compatibility with traffic law. Adherence to the principles in the concept.
- Making the people affected into participants. Convincing all traffic participants of the benefits of this kind of measure.
- Long implementation period (objections, coordination with other construction projects).
- Even though a 30-zone leads to increased traffic safety, noise reduction and improved air quality, it also brings with it various disadvantages; it can lead to the road becoming less attractive to private cars and therefore to undesirable traffic shifts. It can also lead to delays in public transport journey times, depending on the route section.

Conclusion

Even though the costs for a temporary 30-zone using variable message panels are significantly higher than for a permanent 30-zone with conventional metal panels, this measure has proved to be effective at the locations so far: driving speeds have been demonstrably slower, making the school route safer for children.

Contact details

Romeo Di Nucci
Projektleiter, Amt für Mobilität
Verkehrstechnik Basel-Stadt
romeo.dinucci@bs.ch
+ 41 (0)61 267 8164
Homepage Tempo 30
<https://www.mobilitaet.bs.ch/gesamtverkehr/verkehrskonzepte/tempo-30.html>



Fig.1: LED variable message panels at the Burgfelderstrasse junction



Fig. 2: Hegenheimerstrasse junction



Fig. 3: End of the temporary 30-zone