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For Zero Traffic Deaths in Basel

How many deaths are acceptable?

https://www.youtube.com/watch?v=k2tOye9DKdQ

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The tragic death of Elior (11 Years), in july 2024

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Death toll of the car dominated society

What do you think?

- How many lives has the current transport system already cost?
- How many people are killed every year in the world and in Switzerland?

Global perspective	Basel
• 1 in 34 deaths are caused by cars and automobility with 1,670,000 deaths per year. • Cars and automobility have killed 60–80 million people since their invention.	• In Switzerland, around 240 people die in traffic accidents every year • Every fatality has a family and leaves behind traumatised people

Car harm will continue unless policies change

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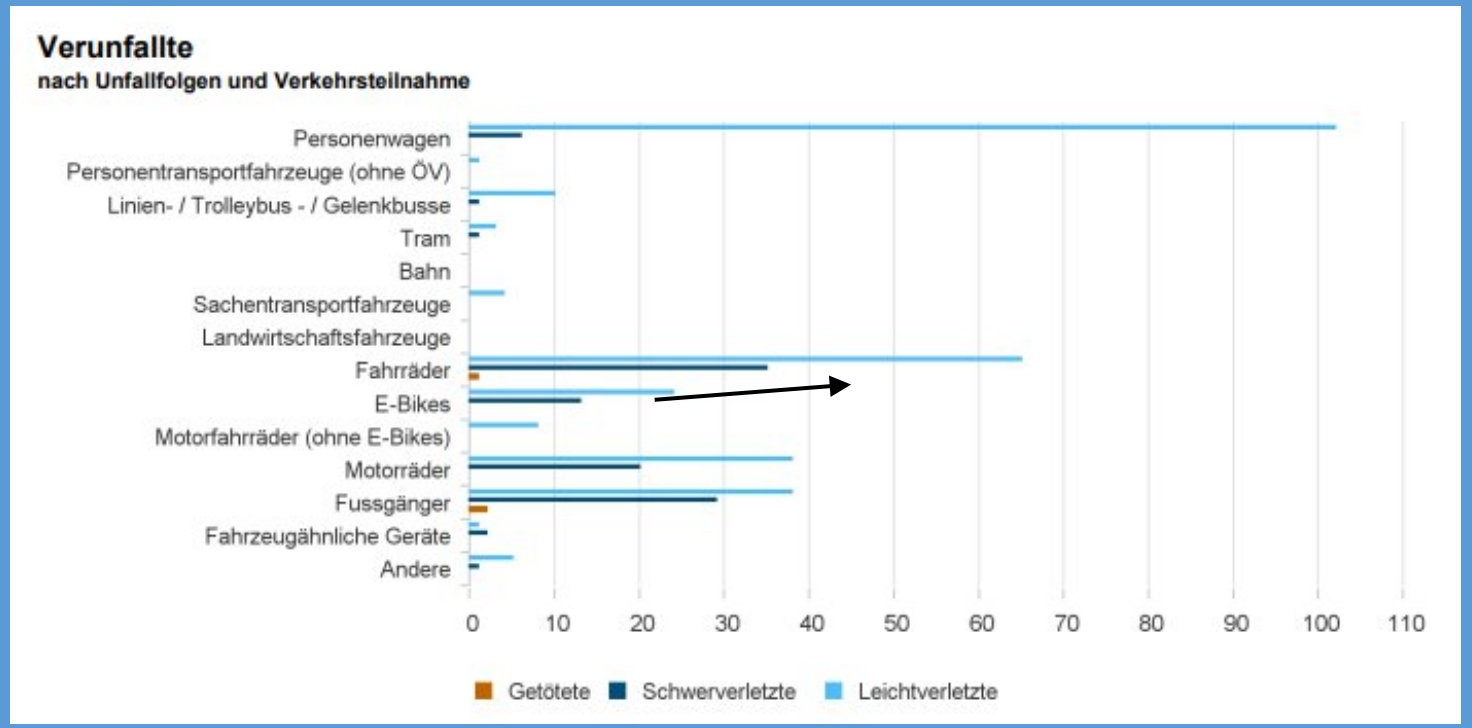
Road accidents Basel City 2023 statistic

- Basel City 2023 statistic (graphic)
- Seriously injured 2023
  - 6 Car
  - 48 Bikes (Total)
  - 29 Pedestrians
- 2020-2023 traffic fatalities
  - 1 Car
  - 7 Bikes (Total)
  - 6 Pedestrians



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Vision Zero: Definition and Core Principles

Initialisation of the “Petition”

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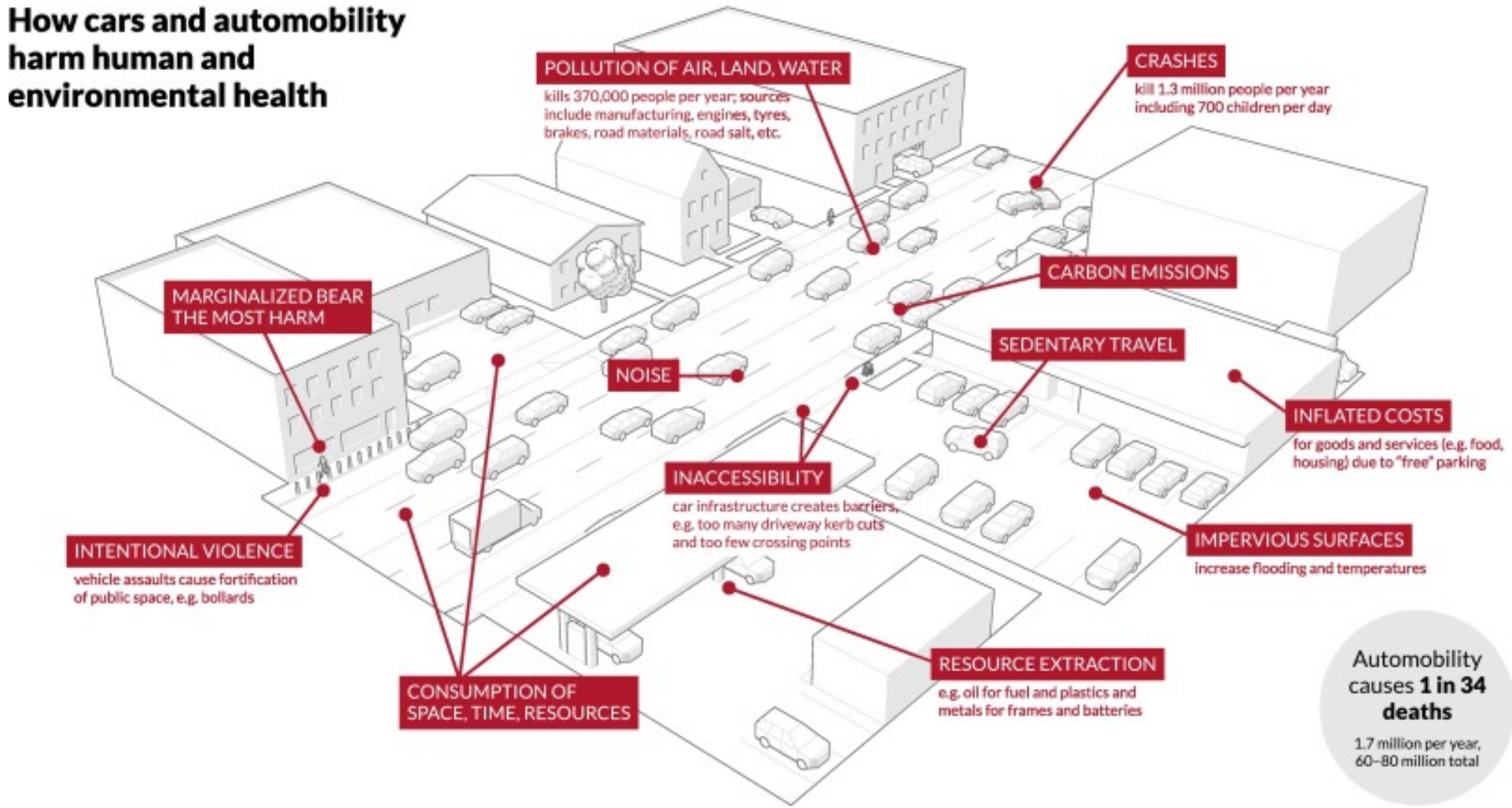
Negative consequences of car centric cities



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Two different approaches to road safety

Traditional Approach

- Traffic deaths are INEVITABLE
- PERFECTHuman behaviour
- Prevent COLLISIONS
- INDIVIDUAL responsibility
- Saving lives is EXPENSIVE

source: https://visionzeronetwork.org/wp-content/uploads/2018/05/What-is-VZ_FINAL.pdf

Vision Zero

- Traffic deaths are PREVENTABLE
- Integrate HUMAN FAILING in approach
- Prevent FATAL AND SEVERE CRASHES
- SYSTEMS approach
- Saving lives is NOT EXPENSIVE

Comments on the local newspaper article, which tend to support the traditional approach

source: https://drive.switch.ch/index.php/s/fEVfY0L0RFUshNq

More than 250 personal comments from signatories of the petition calling for a Vision Zero approach.

source: https://drive.switch.ch/index.php/s/6HKJhIhC3sOODrc

Typical conflict of objectives / challenge to be resolved

Can the course develop methods and results to resolve this conflict of objectives and increase support for the vision zero approach among the population?

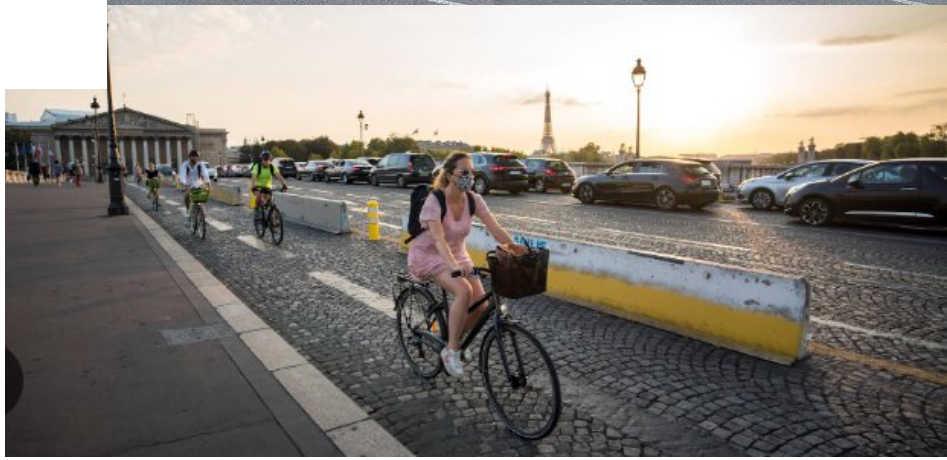
Targeted promotion of cycling and creation of safe cycle routes

Reducing the number of road deaths to zero. (Vision Zero)

BASEL

Publiziert 25. April 2023, 10:29

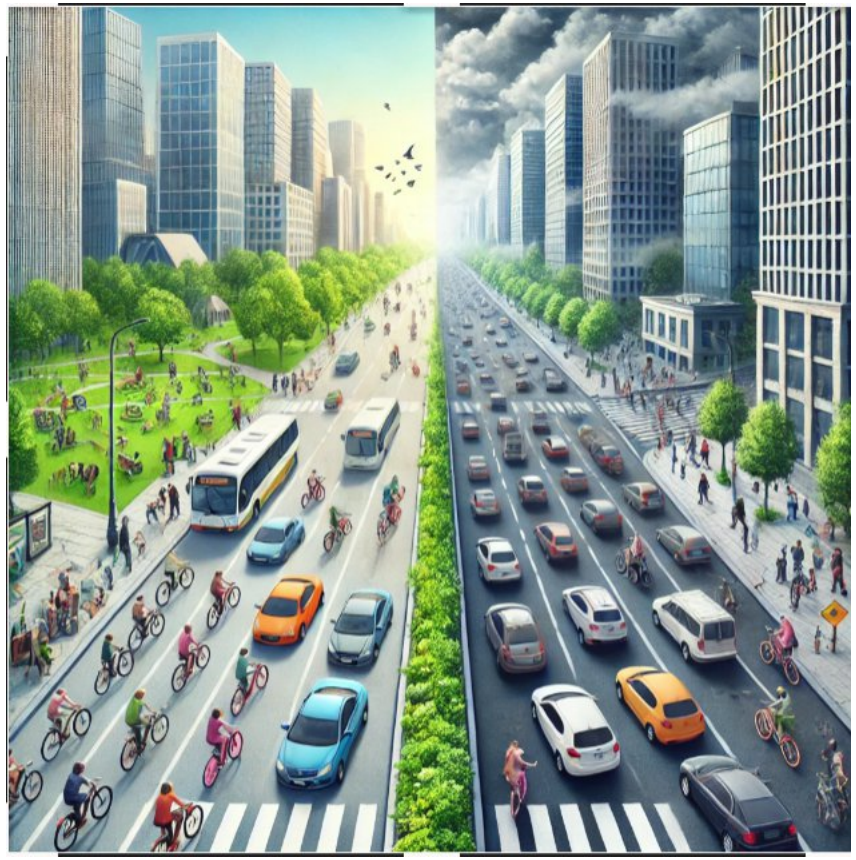
Horror-Unfall mit Lastwagen – Velofahrerin stirbt an Verletzungen



Als Konsequenz ist die bauliche Trennung von Fahrbahn und Radweg unerlässlich für eine Verringerung der Gefahren [Sicherheit im Straßenverkehr – Vision Zero - Cycle-Blog]().

Learning from successful Cities:
Oslo, Copenhagen, Paris

How to solve the mobility paradox



The mobility paradox describes the fact that using a small number of cars is beneficial for the individual, but has negative effects on society as the number increases.

Few cars lead to barely noticeable problems such as traffic jams or environmental pollution.

However, as soon as many people use cars, traffic congestion, pollution and space requirements arise, which worsens the overall quality of life and mobility.

While cars initially offer individual advantages, their mass use leads to collective disadvantages and displaces more sustainable forms of mobility.

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Kopenhagen

Blaue Streifen leiten Radfahrer über Straßenkreuzungen: Kopenhagen hat dem gesamtwirtschaftlich kostengünstigsten Verkehrsmittel zum Durchbruch verholfen. (Foto: Mikael Colville-Andersen/Flickr)

Copenhagen - five times more bikes than cars. It has long since undergone a traffic turnaround in favour of cyclists' safety - the result is cycle paths that are often almost as wide as the car lanes. More bicycles than cars travel through the city centre every day, and almost half of all journeys to work, university and school are made by bike. In 2020, the approximately 630,000 inhabitants owned more than 730,000 bicycles, but only around 130,000 cars.

2.2 Verkehrstote pro 100.000 Einwohner 2012

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Paris

In Paris, bicycles are apparently taking over the boulevards. The car has apparently lost its top position in the ranks of means of transport.A survey by the urban planning institute Paris Region shows that only 4.3 per cent of journeys in the French capital are now made by car. The bicycle now accounts for 11.2 per cent

? Verkehrstote pro 100.000 Einwohner

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Oslo

By turning the traditional planning pyramid upside down — putting people's needs at the top and private cars at the bottom — Oslo has managed to prioritize pedestrians, bikes, and city life in streets and squares that were formerly dominated by private cars.

0.2 Verkehrstote pro 100.000 Einwohner 2019

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Key Takeaways

Speed and Car Use Reduction through speed limits, car-free zones, and congestion pricing are fundamental in making cities safer.

Expanding cycling and walking infrastructure is crucial for reducing car dependence and encouraging more sustainable forms of transportation.

Promoting active transport and integrating it with public transit systems helps shift citizens away from car use.

Safety-first policies like Vision Zero focus on protecting the most vulnerable road users.

Environmental improvements (e.g., reducing emissions and increasing green spaces) are central to transforming urban areas into healthier, more liveable spaces.
These practices collectively lead to safer, healthier, and more sustainable urban environments with fewer traffic deaths.

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Specific Measures for Basel

Much fewer cars in Basel

- We need to limit the use of cars to improve the transport situation.
- In the end, the medieval town is a good role model, where the places of residence are the places of work and the pastime can be found on the doorstep.
- It is striking that amusement parks or city centres in general offer a simulation of the pedestrian city like the old town of Basel
- While residential cities have been optimised for cars like the Mühlhauser Strasse in Basel St. Johann

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Separated cycling paths

No traffic control for cars and trucks without infrastructure

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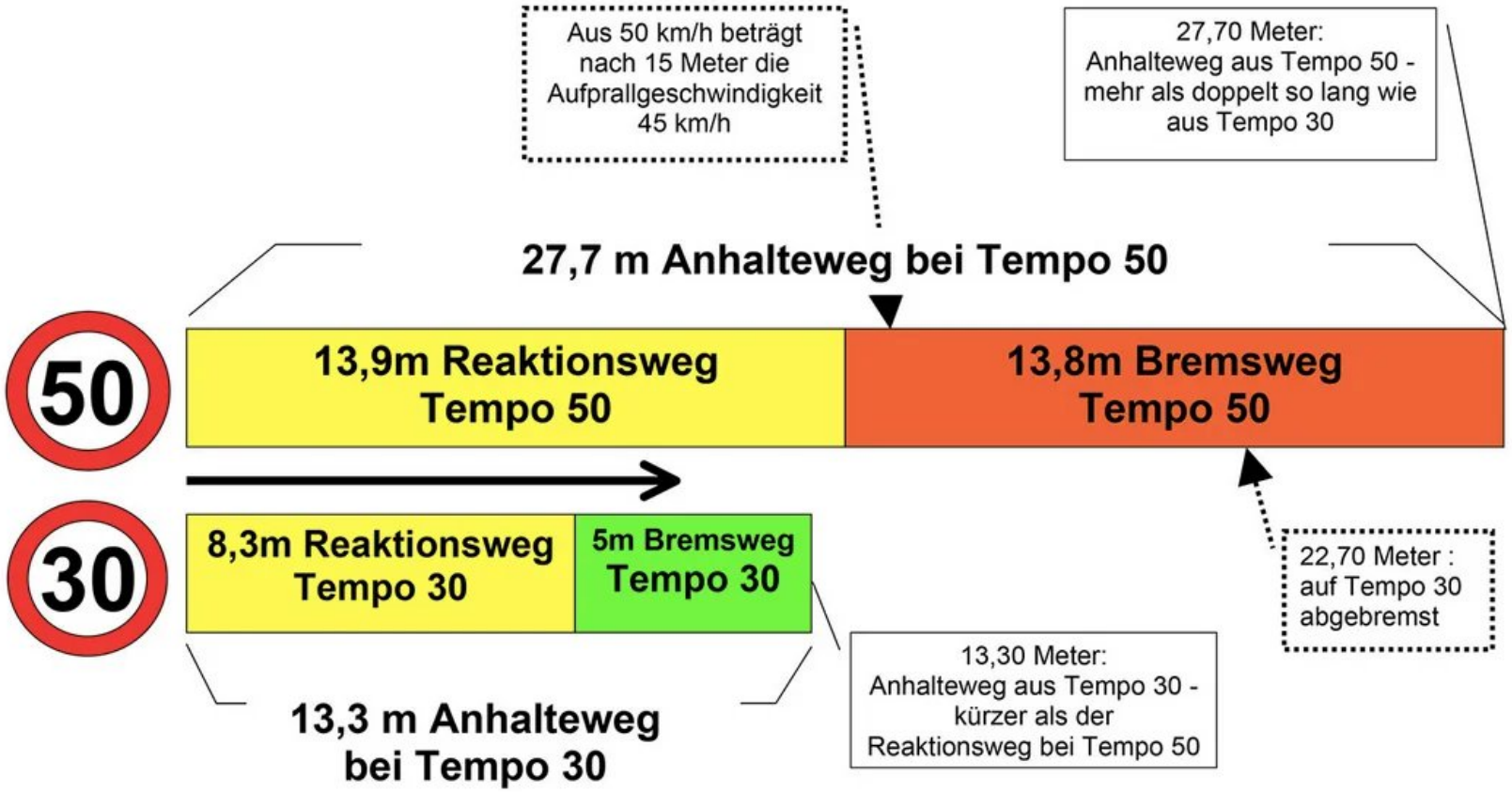
Traffic control for cars and trucks with infrastructure

Effects of speed limitations



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Effects of speed limitations

source: https://vcoe.at/publikationen/magazin/detail/vcoe-magazin-2023-01-tempo-30-eine-massnahme-mit-vielfachen-vorteilen

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"School streets"—closures to motor traffic that result in new public amenities.

Safe School Routes and Traffic-Free Zones Around Schools:

- Establishment of safe school areas and pedestrian zones
- Immediately: Temporary road closures near schools at start and end of the school day

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Citizen Engagement and Data Analysis

Public participation for the active and continuous improvement of road safety

- Carrying out public consultations and workshops to directly involve the knowledge and needs of local people in the planning processes.
- Working with schools to ensure that the needs of pupils and parents are taken into account and that the measures are communicated and implemented effectively.
- Data analysis: Launch of a comprehensive, fully transparent project to systematically record and analyse traffic accidents in order to understand causes and develop targeted measures.

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Conclusion

Vision Zero is possible

- To achieve "Vision Zero" in Basel and eliminate traffic deaths, the city's administration must prioritize safety for all road users.
- The administration has failed in its core responsibility to protect lives and reduce serious injuries.
- Learning from cities like Oslo, Paris, and Copenhagen, Basel needs to implement decisive measures within the next time to create a safer, sustainable traffic environment.
- A strong political will, as seen in Paris, Oslo and Copenhagen, is essential to make this transformation happen.
- The city, its residents, and stakeholders must commit to "Vision Zero" and work together toward a future with zero traffic fatalities.

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17 Parkplätze mit fantastsicher Aussicht
Park statt Parkuhr?
Restaurant Rhypark
RHYPARK

Back up

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resources

You can find a compilation of annotated resources at the link
https://drive.switch.ch/index.php/s/IEpMfLYeXWbXDiV
in the file resources.docx

Gestaltung und Ethik:
https://philarchive.org/archive/DORGUE

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