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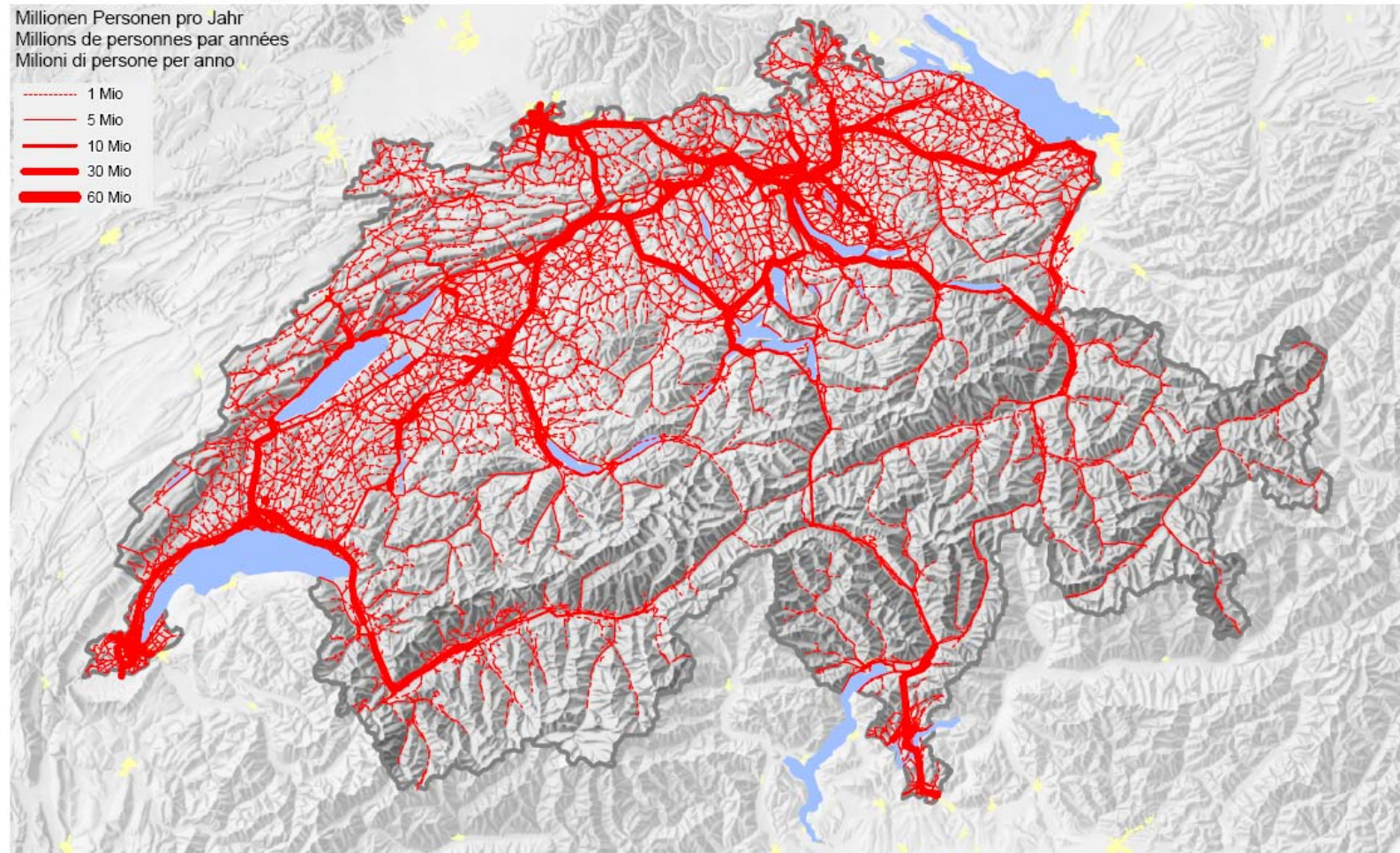
SATW Congress
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How can spatial planning influence mobility by 2030?

Professor Dr. Pierre-Alain Rumley, Director of the
Swiss Federal Office for Spatial Development (ARE)



Passenger traffic by road in 2005

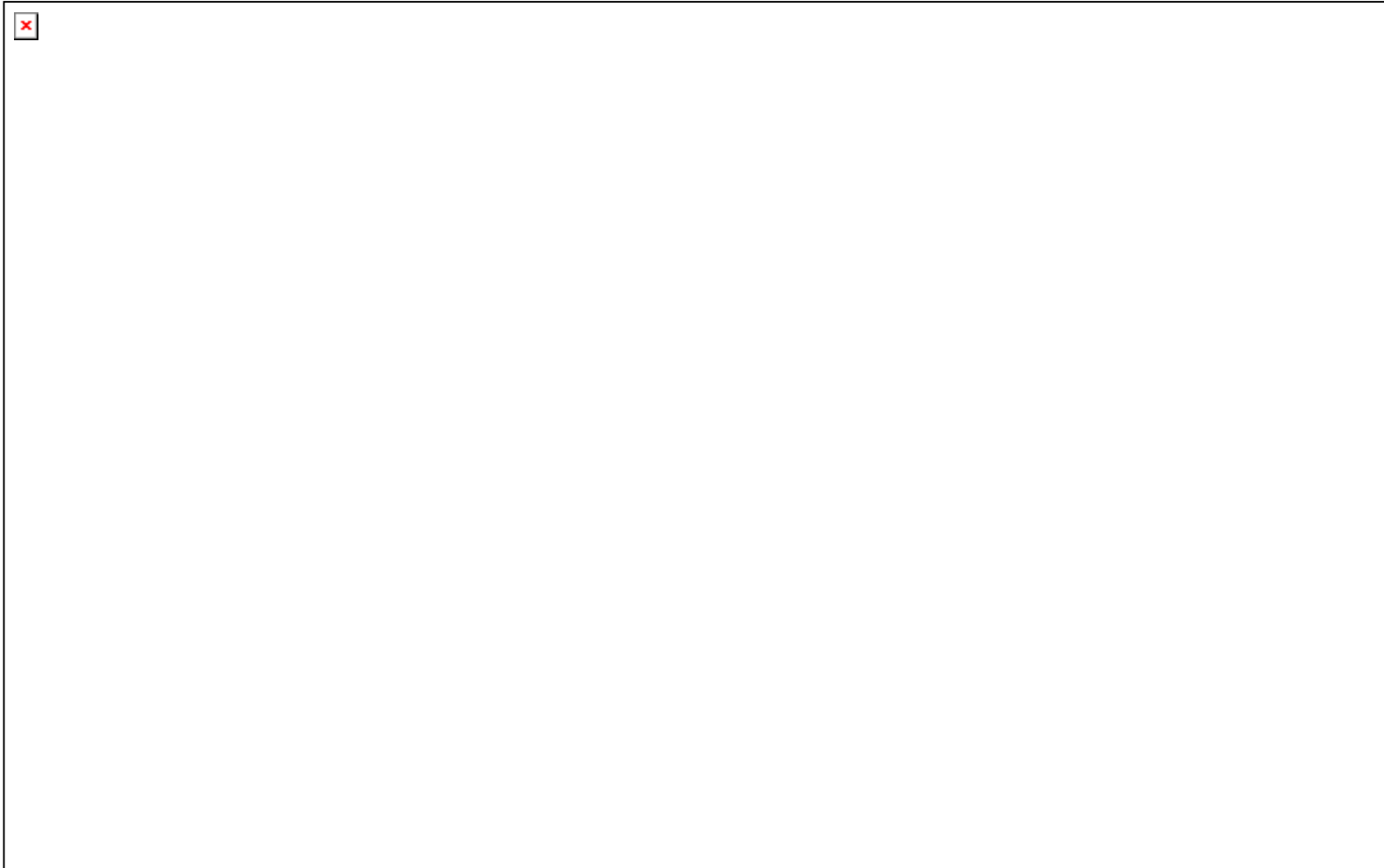


Quelle / Source / Fonte : Verkehrsmodellierung VM-UVEK (ARE), INFOPLAN-ARE, Kartographie VBS

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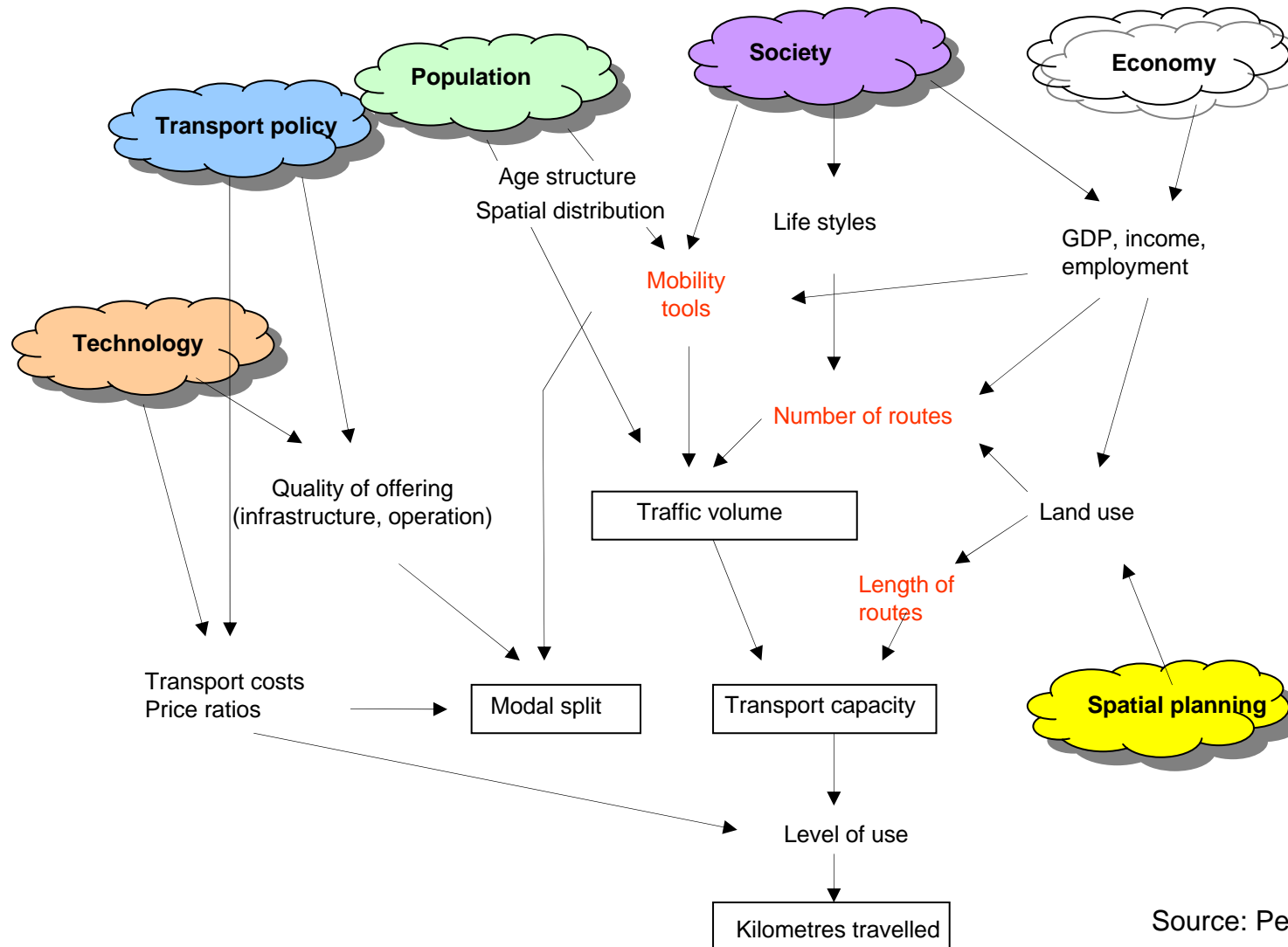


Passenger traffic by rail in 2005





Scenarios – interplay of demand factors in passenger transport



Source: PeP 2030, ARE



Main factors influencing demand for passenger transport

- **Socio-economic factors**
 - population size
 - economic environment
 - social values
- **Development and implementation**
 - transport policy
 - spatial planning
 - technology



Passenger transport scenarios

- **Baseline scenario**
 - continuation of current trends
- **A1 – Urban networking and growth**
 - stronger economic growth and networking of urban agglomerations
- **A2 – Dispersion and stagnation**
 - weaker economic growth with more dispersed spatial development
- **A3 – Regional rebalancing and scarcity of resources**
 - sharply rising energy prices and a return to a local or regional radius of activity



Modal split and growth in passenger transport

<i>Transport mode</i>	<i>Modal split</i>	
	<i>2000</i>	<i>forecast 2030</i>
car	78%	70 - 78%
public/transport	17%	18 - 24%
human-powered	5%	4 - 5%

- Car travel remains predominant
- Public transport gains by comparison with car
- 15-29% overall growth in travel 2000-2030



Purpose of travel

<i>Purpose</i>	<i>Share</i>	
	<i>2000</i>	<i>forecast 2030</i>
Commuting	24%	21 - 22%
Shopping	11%	9 - 10%
Business	7%	6 - 8%
Tourism	12%	12 - 14%
Leisure	47%	47 - 50%

- Leisure currently accounts for almost half of travel, and the figure is set to continue growing.
- Public transport's share of commuting market is higher than that of all the other markets



Outlook for passenger transport - conclusion

- Depending on the scenario, passenger transport by road and rail is set to grow by 15-29 percent between 2000 and 2030
- Public transport will grow at an above-average rate, increasing its market share versus road by up to seven percentage points
- Due to the NEAT project, rail will gain a larger share of transit traffic through Switzerland
- However, cars will continue to dominate the transport scene



Outlook for freight transport - conclusion

- Freight transport will continue to grow in the next 30 years (+32% - +78%)
- Rail traffic is growing twice as fast as road traffic, but road will remain dominant, especially in domestic transport
- Rail will win back market share from road (up to eight percentage points)
- Importance of transit traffic will continue to rise



Spatial planning measures

- Observation: Switzerland is largely built up
- Continued urbanization between now and 2030: an additional 30,000–60,000 hectares. Where and how?
- Encouraging a suitable mix of land uses (and social mixing), and bringing the place of residence closer to the workplace
- Improved quality of life in urban areas
- Development of local leisure amenities
- Policies on local shops and shopping centres



Planning policies in the broader sense

- Harmonization of working conditions, salaries, etc.
- Taxes
- Cost transparency
- Transportation, etc.



Conclusion

- Numerous measures that could influence mobility by 2030
- **However:** behaviour patterns hold the key



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Thank you