High quality PT and low emission zones in a car-oriented city

Ulrich Weber, Stuttgarter Straßenbahnen AG, Stuttgart
UITP/CoR conference, Brussels, 23 January 2020
Low emission zone Stuttgart: Bans for diesel vehicles

Since 1 Jan 2019: no diesel vehicles < Euro 5/V in total area of Stuttgart

In addition: Since 1 Jan 2020: No diesel cars < Euro 6 in some road sections in inner Stuttgart

But: many exemptions!

+ variety of additional measures: increase of parking fees, more PT etc.
Major long-term investments in Public Transport: Conversion Tram to modern Light-Rail System

- Duration of Project(s): Since early 1980ies
- Monetary investment: ~ 3,500,000,000 €
- Amount of passengers per line increased immediately (av. 20%) after conversion
Stuttgart Light Rail System

- 19 lines, 133 km network
- > 90% on separate tracks/in tunnels
- High average speed: 27 km/h
- High floor vehicles with elevated platforms
- Modern, comfortable, clean vehicles
- Air conditioning
- Stations/vehicles 99% accessible
- Modern passenger information
- Almost 500,000 passengers/working day
Further investments in other PT transport modes in the Stuttgart Region

Regional rail network offer:
+ 100 % from 1995 to 2030
(in Baden-Württemberg)

S-Bahn network:
+ 30 % passengers 2003 - 2018

Bus Network offer:
+ 16 % since 2015
Integrated PT tarif system

- Integrated PT tarif system since 1978
- Stuttgart Region (City of Stuttgart + 4 counties, 2,5 Mio. inhabitants)
- PT Tarif reform for the Stuttgart region in April 2019:
  - Less zones
  - Stuttgart city only 1 zone (2 before)
  - Cheaper daily tickets
  - Costs: 42 Mio. EUR annually to be covered by local competent authorities and State of Baden-Württemberg
PT ridership in Stuttgart Region since 2007
Thank you for your attention!