PASTA
PHYSICAL ACTIVITY THROUGH SUSTAINABLE TRANSPORT APPROACHES

Facts on Active Mobility
Zurich / Switzerland

City Profile Zurich

Picture: © PASTA consortium

City area[1]**:** 92 km^2
Population[1]**:** 398,575 total inhabitants
Life expectancy[1]: 80,6 years (both sexes)
Population density: 4,332 inhabitants/km^2
GDP per capita[1]**:** 52,383 Euro (2013)
Land Use[1]**:** 23,4% forest, 11,6% built-up space
13,5% road space, 5,5% blue space, 45,9% other
Modal Split: 30% IMT, 39% PT, 27% Walking, 4% Cycling
Car ownership rate: 343 cars/1,000 inhabitants

Modal Split

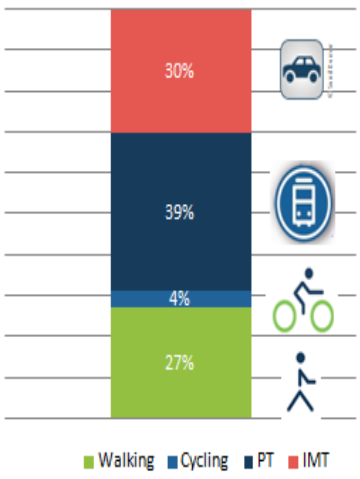

Figure 1: Modal Split Zurich (2014)[2]

The transport system in Zurich is characterized by a very efficient Public Transport (PT) system, comprising an integrated and well-coordinated system of metro trains, trams and busses. It transports over 300 million passengers per year. This also leads to a relatively high share of **walking** of **27%. Cycling** remains on a modest level with about **4%.**

Satisfaction with different transport providers is examined in an annual population survey: PT receives the highest average satisfaction score (5.3 out of 6), followed by pedestrians (average satisfaction 4.9), while cycling has a significantly lower score (average satisfaction 3.7).

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Zurich's transport system in a nutshell

Car network[2]	Walking & Cycling network	Public Transport network[2]
Private car density: 343 cars/ 1,000 people → almost 50% of households do not own a car ***Road network:*** 690 km (42% thereof are 30km/h speed reduction zones and 1.8% playstreets) ***Parking:*** "Blue zones": short-term on-street parking; for residents € 275/year; for visitors € 14/day ***Road pricing***: no ***Car sharing:*** Mobility carsharing	***Cycling network:*** 340 km of cycling lanes and tracks ***Contra-flow cycling:*** allowed in most one-way streets ***Pedestrian zones:*** 11 km in the city centre ***Cycle parking:*** racks or stands provided in many public spaces, large parking facilities at the central train station ***Bike sharing:*** 1 bike sharing service;1 free-floating e-bike sharing provider	***PT*** in Zurich has 280 km of a very dense network. ***Tram:*** 120 km ***Bus:*** 160 km ***Passengers:*** > 300 million passengers/ year ***PT priority:*** yes, priority at red light stops; separate tracks ***Real time information:*** yes ***Price for a PT annual ticket:*** € 665.00

Zurich's Strategies & Policies

Masterplan Cyling, Zurich (2012)[3]

Zurich's Urban Transport Plan 2025 ("Stadtverkehr 2025")[2] has set a clear affirmation for walking, cycling and PT (increase the modal split and improve attractiveness) and against car traffic (10% relative reducation of motorized private vehicles). The main cycling promotion programme is the "**Masterplan Cycling**"[3] which includes the goal to double cycling rate in Zurich by 2025. There is no similar strategy or goal for walking. However, Zurich can be seen as walking-friendly.

Zurich also has the official goal to reduce energy consumption to 2,000 Watts per person (from about 3 to 4 times this level) related to all relevant energy consumption sectors, including transport ("**2000-Watt-Society-Strategy**")[4].

"The key ideas of Zurich's Urban Transport Plan: a clear will to do more than the current state of affairs for the bike, to truly improve the quality of the infrastructure, to fill the gaps in the network and to reach out to new user groups. However, implementation is lagging behind." (Stakeholder, Zurich)

Transport & Health

© Stadtverkehr 2025 [2]

Collaboration between the transport and health sectors is quite limited in the City of Zurich, beyond specific occasions or events e.g. the 2013 car-free days. On the canton level, more collaboration takes place and health is used as an argument to promote cycling. One goal of Zurich's Urban Transport Plan is to "protect population from the negative traffic impacts", it refers to reduction of emissions, noise and accidents; health by enhancing physical activity through active mobility is not mentioned explicitly.

However, in Zurich's „Masterplan Cycling" health is used as one argument for cycling: „Cycling is health benefiting and reduces national economy's healthcare costs caused by lacking physical activity. The monetary health benefit through enhanced cycling exceeds the investment costs for cycling infrastructure many times."[3]

"On a strategic level, the health aspect has been brought into many other strategies, e.g. the Masterplan Environment mentions the positive health effects of active mobility, and the cantonal health report includes a chapter on physical activity through active mobility. However, in the daily business the systematic dialogue between transport/environment and health is only being established." (Stakeholder, Zurich)

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Enabling factors & challenges

The priority of PT, limited space, a poor social environment for cycling, political decisions left on a strategic level etc. are challenges on the way to a walking- and cycling-friendly Zurich.

Political decision: Cycling and walking are given priority – after PT – in the Urban Mobility Plan. A Masterplan Cycling proves the importance of cycling strategies.

Administration: Implementation of cycling schemes is slow. A clear political advocate calling for a strong implementation of cycling projects is missing.

Financial issue: "Money is usually not really an issue, it is the political will what to spend it for." (Stakeholder, Zurich)

Infrastructure: Cycling infrastructure is still scattered. Limited space leads to a rival situation between the modes. A clear and fair allocation of space also means to take space from motorized traffic and PT.

Social environment: Cycling culture still needs to be established.

Transport & Health: A clear strategy or policy for physical activity promotion at the city level could help to foster cooperation between transport and health sector.

"The bicycle is catching up becoming meainstream. That means opportunities, challenges and risks and demands a new orientation of cycling policies and cooperation on a regional level with private partners as well." [3]

Contact

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[1] Stadt Zürich (2013). Statistisches Jahrbuch der Stadt Zürich 2013. https://www.stadt-zuerich.ch/prd/de/index/statistik/publikationen-angebote/publikationen/Jahrbuch/statistisches-jahrbuch-der-stadt-zuerich_2013.html (May 2017)

2 Stadt Zürich (2013a). Stadtverkehr 2025 - Bericht 2013 - Stadt Zürich. https://www.stadt-zuerich.ch/content/dam/stzh/ted/Deutsch/stadtverkehr2025/Publikationen_und_Broschueren/2014_Bericht-Stadtverkehr.pdf

[3] Stadt Zürich (2012). Masterplan Velo. https://www.stadt-zuerich.ch/content/dam/stzh/ted/Deutsch/stadtverkehr2025/Publikationen_und_Broschueren/masterplan_velo.pdf

4 Stadt Zürich (2011). On the way to the 2000-watt society. Zurich's path to sustainable energy use. City of Zurich. www.stadt-zuerich.ch/2000watt

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