



11

Mobility and transport

1697-1500

# Population's travel behaviour 2015



Schweizerische Eidgenossenschaft  
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## 1 Ownership of vehicles, driving licences and public transport season tickets

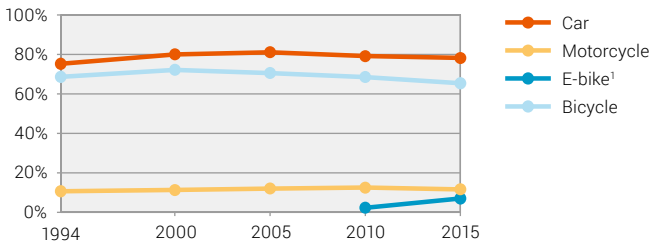
**More than three quarters (78%) of households owned at least one car in 2015, almost one in every three households (29%) even had two or more passenger cars.**

65% of households had one (or more) bicycles. Since 2010, car ownership among households has decreased by 1 percentage point while bicycle ownership has fallen by 3 percentage points. At the same time, the share of households with e-bikes tripled (7% in 2015).

Around 82% of the resident population aged 18 or over held a driving licence in 2015, slightly more than in 2010 (81%). Furthermore, 57% of persons aged 16 or over had a public transport season ticket.

### Household vehicle ownership, 1994–2015

Share of households with one or more vehicles in the respective category



<sup>1</sup> Before 2010 this was included in the "bicycle" category.

## 2 Mobile and non-mobile persons

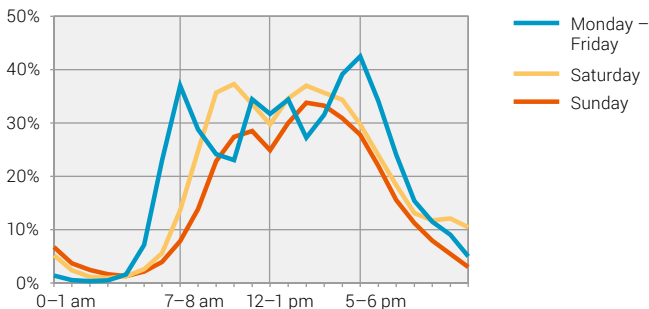
On an average weekday, in 2015 around 89% of the population (aged 6 years or over) were on the move at least once outside their house. Transport volumes varied depending on the time of day.

The mobility rate varies greatly depending on age: while almost 92% of persons up to the age of 64 left their house on the survey date, this percentage was 83% for those aged 65 to 79 and only 70% for those aged 80 or over.

If the share of mobile persons is considered over the course of the day, clear peaks are found Monday to Friday from 7 to 8 am and from 5 to 6 pm. 37% of the population were on the move during the first period, while 42% were so during the second period.

### Mobile persons over the course of the day in 2015

Share of the population on the move; in Switzerland



Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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### 3 Daily distance and travel time

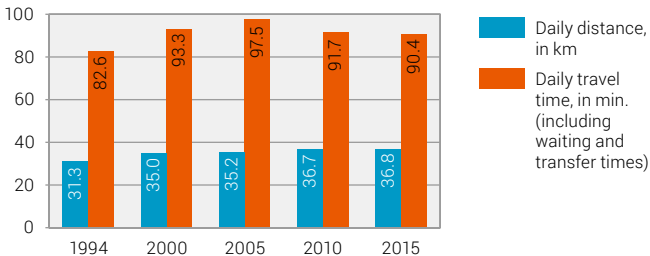
In 2015, each Swiss resident covered a daily distance of 36.8 kilometres within Switzerland taking 90.4 minutes (82.2 minutes excluding waiting and transfer times).

Over the past two decades (since 1994) an overall increase has been seen in the average daily distance per person of 5.5 km (18%). Since 2010, the daily distance however has remained virtually constant. In 2015, men travelled on average 10.2 km more per day than women.

The daily travel time (including waiting and transfer times) increased by 15 minutes between 1994 and 2005. In the last 10 years it has dropped again by 7 minutes.

#### Average daily distance and travel time per person, 1994–2015

In Switzerland

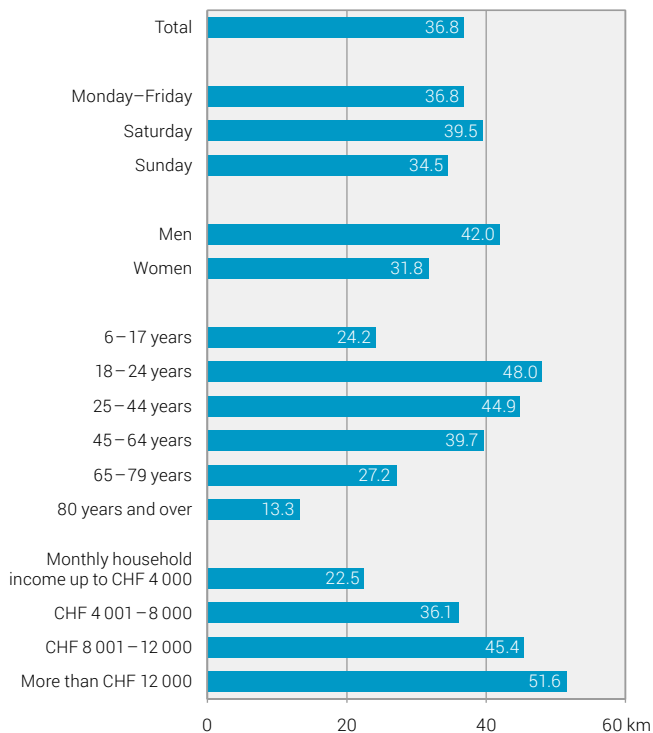


Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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# Average daily distance per person by weekday, gender, age and household income in 2015

In Switzerland



Source: FSO, ARE – Mobility and transport microcensus (MTMC)

© FSO 2017

## 4 Means of transport used

In 2015 almost two thirds (65%) of the average daily distance within Switzerland was covered by car and around a quarter (24%) by public transport. Pedestrian and bicycle traffic made up only 8% of the distance but 41% of the daily travel time.

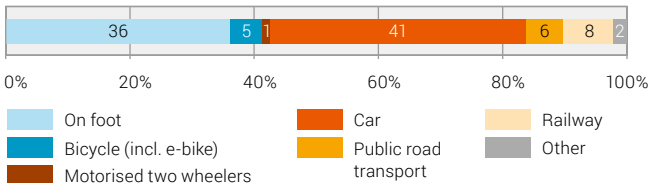
The number of railway kilometres per person and day has increased by 77% since 1994. Daily distances by car registered an 11% increase between 1994 and 2000. Since then, these values have remained virtually stable. The average occupancy rate for cars was 1.56 persons in 2015.

### Choice of transport means in 2015

#### Shares in daily distance in Switzerland



#### Shares in daily travel time<sup>1</sup> in Switzerland

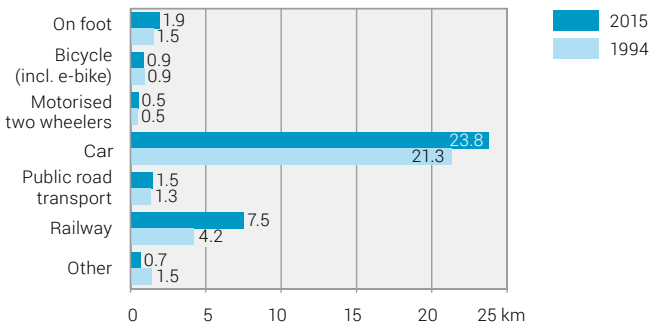


<sup>1</sup> Excluding waiting and transfer times.



## Average daily distance by means of transport in 2015 and 1994

Daily distance per person; in Switzerland

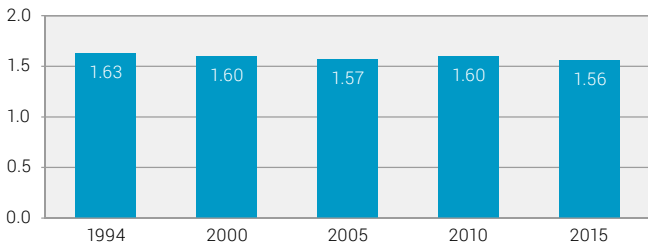


Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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## Occupancy of passenger cars, 1994–2015

Average number of persons per car; in Switzerland



Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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## 5 Trip purposes

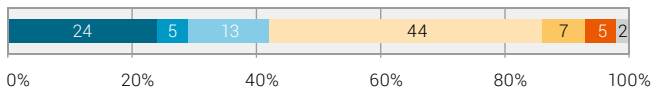
Leisure is the main trip purpose. In 2015, 44% of the average daily distance within Switzerland was covered in connection with leisure activities. Work-related traffic accounted for 24%, shopping trips for 13%.

If only the distances covered from Monday to Friday are considered, the percentages for leisure traffic (33%) and work-related traffic (32%) are almost the same.

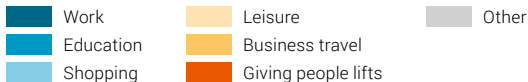
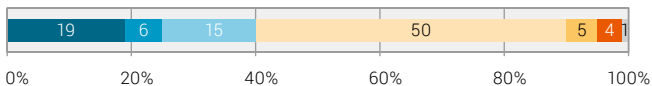
Leisure traffic is particularly intense between 2 pm and 7 pm. Work-related traffic reaches its main peak in the morning between 7 am and 8 am.

### Trip purposes in 2015

#### Shares in daily distance in Switzerland



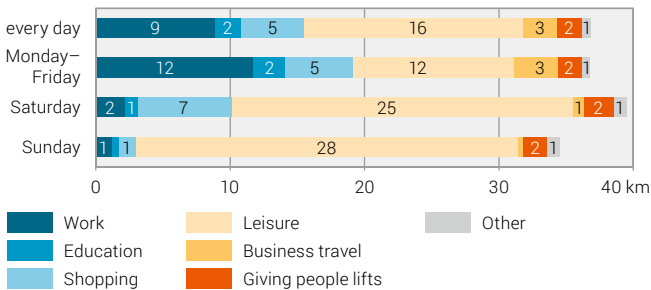
#### Shares in daily travel time<sup>1</sup> in Switzerland



<sup>1</sup> Including waiting and transfer times.

## Trip purposes by weekday in 2015

Average daily distance per person; in Switzerland

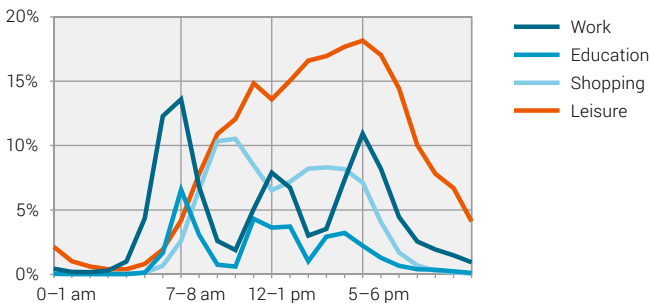


Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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## Mobile persons over the course of the day by trip purpose in 2015

Share of the population on the move; in Switzerland



Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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## 6 Spatial aspects of mobility

In 2015, the residents of the urban centres covered 8.7 km less per day within Switzerland than those in non-urban regions, but spent almost as much time in traffic. City dwellers drive cars less often and are consequently greater users of public transport.

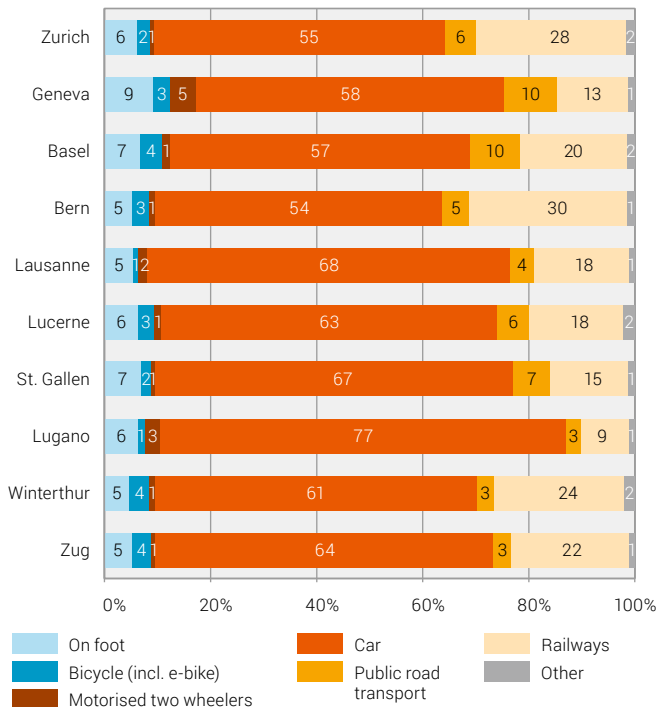
### Key figures of mobility by level of urbanisation in 2015

	Urban centre areas	Area under the influence of urban centres	Areas outside the influence of urban centres
Share of households with car(s), as %	72.6	89.3	87.2
Share of persons (as of 18 years) with driver's license, as %	78.9	86.5	85.8
Share of persons (as of 16 years) with public transport season ticket, as %	61.5	50.9	45.1
Average daily distance per person, in Switzerland, in km	34.0	40.8	42.7
of which by passenger car	20.1	29.3	31.2
of which by public transport	9.9	7.2	7.8
Average daily travel time <sup>1</sup> per person, in Switzerland, in min.	89.9	91.1	91.6

<sup>1</sup> Including waiting and transfer times.

## Use of transport means in the ten most populated agglomerations in 2015

Shares of the different transport means in distances covered on the territory of the respective agglomeration



Source: FSO, ARE – Mobility and transport microcensus (MTMC)

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## 7 Annual mobility

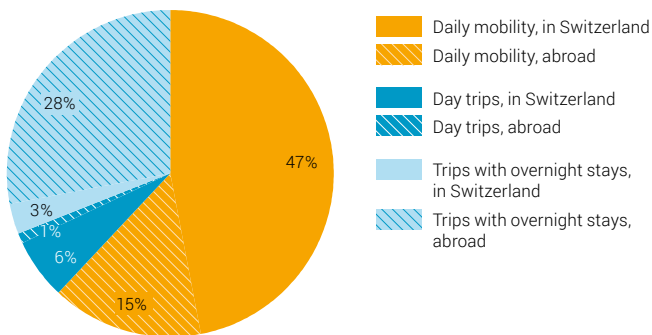
In total, in 2015 every Swiss resident (aged 6 or over) covered 24 849 km on average, of which 13 754 km (55%) in Switzerland and 11 095 km (45%) abroad.

Of the total annual mobility, 63% was due to daily mobility (trips covered by a person in their usual environment). 31% of the annual mobility was accounted for by trips with overnight stays, 7% was made up by day trips.

The car was the most important transport means with 10 371 km per person and year, ahead of the aeroplane with 8 986 km.

### Average annual mobility by type of mobility in 2015

Distances in Switzerland and abroad



**Total: 24 849 km per person**

## Information about the survey

An extensive statistical survey on the travel behaviour of the Swiss resident population has been carried out every five years since 1974. It is called the “Mobility and Transport Microcensus” and has been part of the new population census since 2010. The Federal Statistical Office (FSO) and the Federal Office for Spatial Development (ARE) are responsible for the survey.

For the 2015 edition, a total of 57 090 randomly selected persons were questioned via telephone interviews. The collected data provide a detailed picture of the mobility of Swiss residents. They serve as a statistical basis for the preparation and evaluation of the success of political measures in the areas of transport, spatial development, energy and the environment.

Note: Unless stated otherwise, the data relating to persons in this publication always refer to Switzerland’s permanent resident population aged 6 years or over.

### **Detailed results**

You can find the detailed *main report* and a comprehensive *compendium of tables* on the Mobility and Transport Microcensus online at: [www.mtmc.bfs.admin.ch](http://www.mtmc.bfs.admin.ch)

The main report and the compendium of tables are only available in German and French. Other information in English.

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