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SCOTLAND

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## International Case Studies for Scotland's Climate Plan

# Public transport, Zurich, Switzerland

### Facts & Figures

By 2050, just 1 tonne of CO<sub>2</sub> emissions per person

74% inbound commuting is by train

44% of all commuting in the city is by public transport

Just 28% of all journeys taken by car (compared with 63% in Scotland)

262 transport lines  
44 operators

The 6th greenest city in Europe according to European Green City Index

Only 37% of city residents own a car

### Overview

The Swiss city of Zurich is home to over 390,000 people and one of the best public transport systems in the world. Over the last 20 years, the city has seen a significant cut in greenhouse gas emissions, falling from around 6 tonnes per person in 1990 to around 5 tonnes per person in 2010. This compares with just under 10 tonnes per person in Scotland.

In 2010, Zurich's population covered some 60% of its transport needs by train, tram, trolleybus, bus and bicycle or on foot. An estimated 44% of Zurich residents travel to work by public transport, compared with just 15% in Scotland.

### Aims

In 2008, the people of Zurich voted to enshrine a principle into their constitution which would see the city become a "2000-watt society" by 2050. This principle would see energy usage per person fall to 2000 watts or less, whilst CO<sub>2</sub> emissions would fall to just one tonne per person. As part of this ambition, low carbon transport and the principle of limiting motorised transport is embedded in city planning.

### How it works

Coordination of the city's 262 transport lines and 44 operators by one publicly owned agency means that fares, budgets and finance for new projects are planned and integrated in a way which works for the whole city. This integration takes the form of multi-modal passes; a high frequency of departures running day and night across the city; targeted fare reductions; and regular consumer research and communication to ensure that transport provision meets the changing needs of the citizens. Light rail forms a core part of the city's transport network, using renewable energy to provide low carbon, high capacity transport.

Getting democratic buy-in from the city's residents means that city authorities are able to implement policies, systems and regulations which will work with and for local people. One example is the referendum on city centre parking which limited parking to one space for every 1200 square meters.

Integration in public transport also extends into other areas of policy, including housing and planning. New developments designed with active travel and public transport in mind, with essential services like shops, work places and schools all within walking or cycling distance or easily connected by public transport links.

## Benefits

Zurich's long term investment in sustainable, integrated public transport has created multiple benefits for its residents. The city has repeatedly received the world's top ranking in quality of urban life, for example ranked number 1 in Mercer's 2003 survey, in part due to excellent public transport systems and very attractive urban spaces. The city has one of the highest rankings for per capita use of public transport in Europe and car ownership is very low at just 37% compared with 70% and 60% in Edinburgh and Aberdeen (2011 census).

### Economic

Integrated public transport makes Zurich an attractive city for business, whilst lower car use means air pollution is low, saving on health spending.

### Environmental

High public transport use and low car use means that the greenhouse gas emissions per person in Zurich are amongst the lowest in Europe at 5 tonnes per person.

### Social

Zurich's approach to integrated land use and transport planning has led to the city being ranked amongst the top cities in the world for quality of life.

## Contact for further details:

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To stop the degradation of the planet's natural environment and to build a future in which humans live in harmony with nature.  
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