

CYCLING PRACTICES, PLANNING, AND POLITICS IN SWITZERLAND

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University of Lausanne



ACADEMIC OBSERVATORY FOR CYCLING AND ACTIVE MOBILITIES (OUVEMA)

- Founded in 2020
- Research areas
 - Practices and behaviours
 - Policies and politics
 - Planning and built environment
 - Health
- Links with civil society
- Scientific committee of 18 professors
 - Geography, history, law, medicine, operation management, political science, psychology, public health, sociology, tourism, etc.

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Le savoir vivant

Cycle de conférences

espace public en mouvement

02 mars 2023	Pontevedra: The City We Want, the City We Make Demetrio Gómez Xunqueira , Councillor for Mobility and Urban Works Daniel Macenlle Díaz , General Director of Citizen Security, Pontevedra City Council 12h00 - 13h00 en ligne
16 mars 2023	Making Space for Cycling, Walking, and Staying James Thoem , Associate, Gehl, Copenhagen 12h00 - 13h00 en ligne
27 avril 2023	Bienne, Île-de-la-Suze. Un concept de planification intégré Florence Schmoll , Département de l'urbanisme, Ville de Bienne 12h00 - 13h00 en ligne
01 juin 2023	Espaces de proximité – un espace public à 5 minutes de chaque Yverdonnois- Julie Riedo , Service de l'urbanisme, Ville d'Yverdon-les-Bains Vides urbains. Une ressource temporaire pour transformer les villes? Séréna Vanbutsele , Haute école d'ingénierie et d'architecture de Fribourg (HEIA-FR) 12h00 - 13h00 en ligne

Inscription et information : <http://www.unil.ch/ouvema/espacepublic>

ouvema@unil.ch | www.unil.ch/ouvema

Ce cycle est organisé par l'OUVEMA et Mobilité piétonne avec le soutien du Centre de compétences en durabilité, de l'Institut de géographie et durabilité et de l'Institut des sciences du sport de l'Université de Lausanne.

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Observatoire universitaire du vélo et des mobilités actives

 **Mobilité piétonne Suisse**

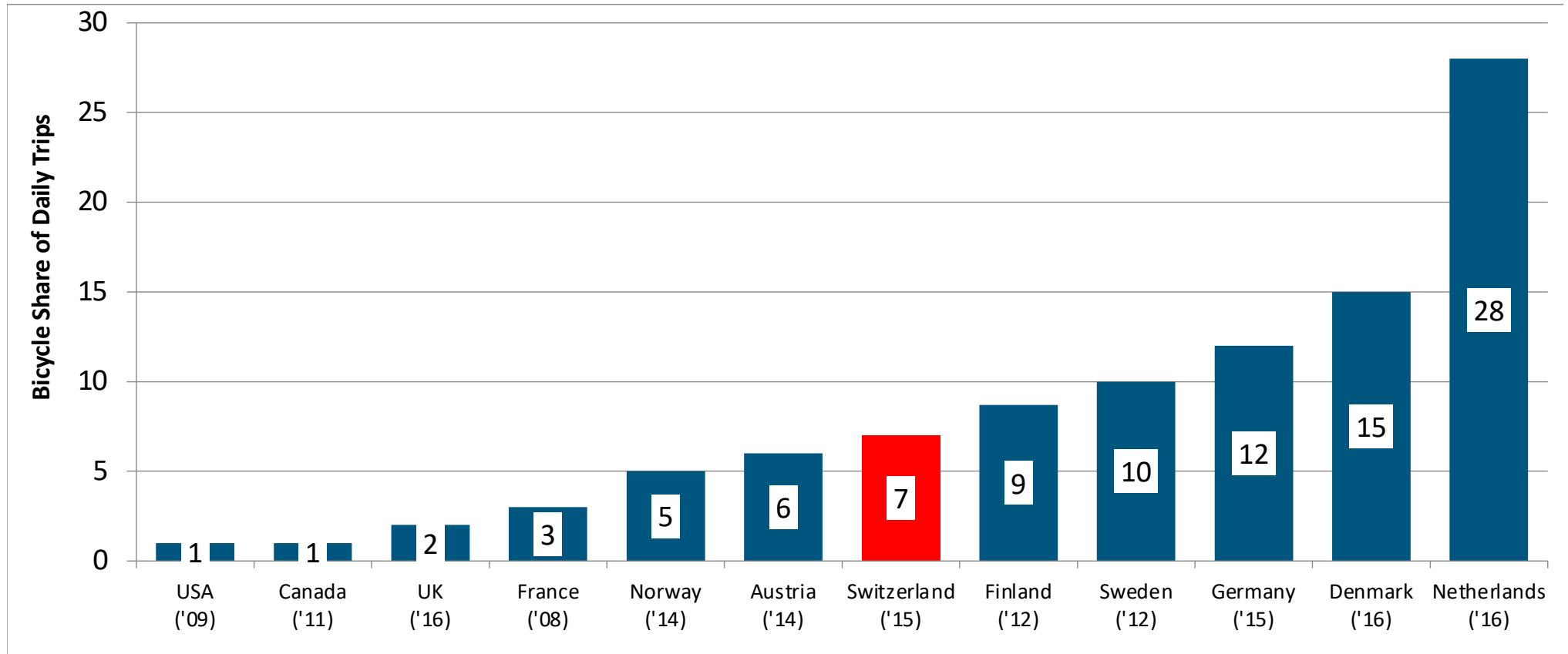
INTRODUCTION

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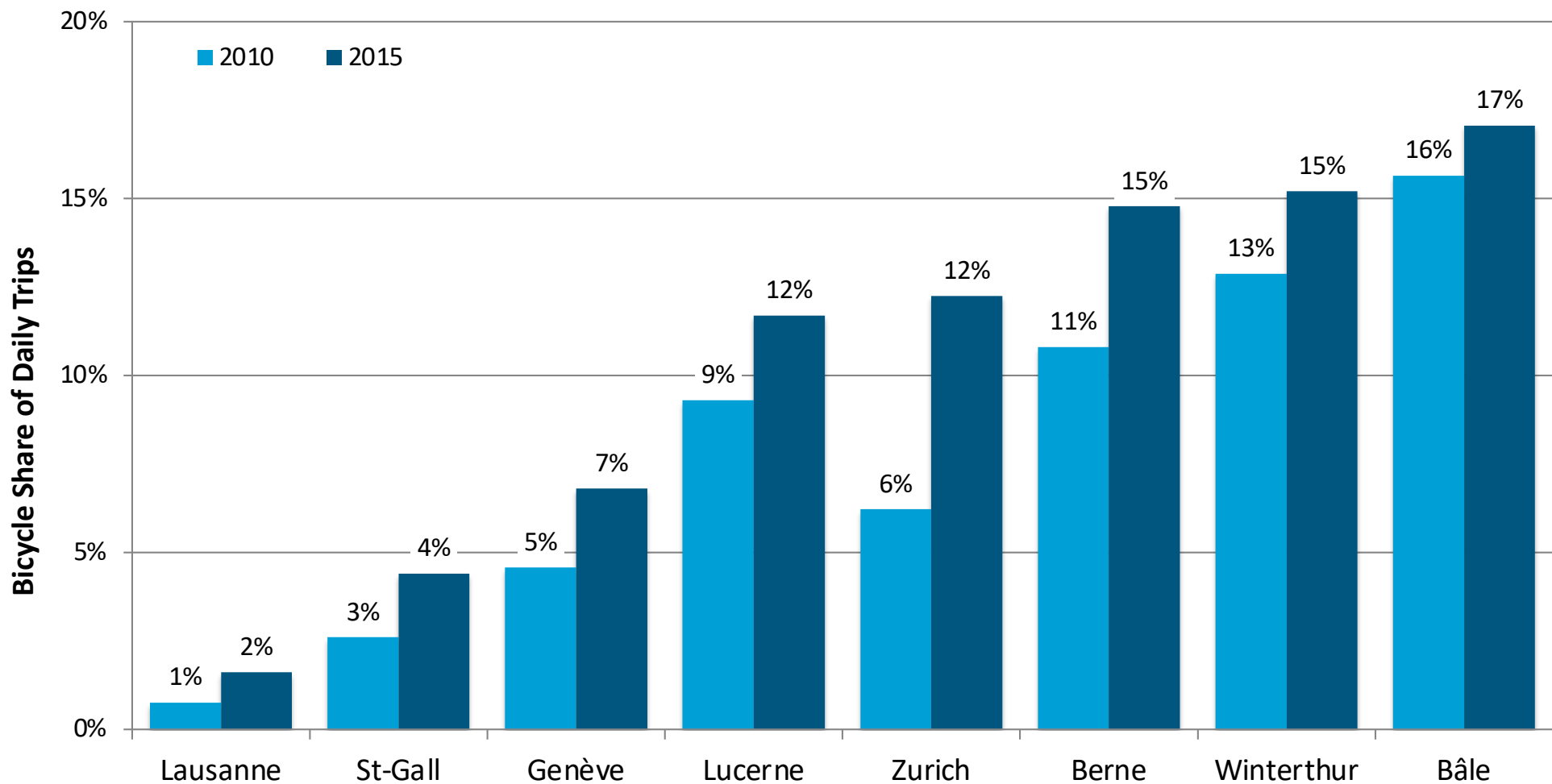
MODAL SHARE OF THE BIKE

(% OF DAILY TRIPS; BETWEEN 2009 2016)



Source: Buehler Ralph (2018), Bicycling levels and trends in Western Europe and the USA in Rérat Patrick (ed.), La renaissance du vélo, GéoAgenda, 1.

EVOLUTION OF THE MODAL SHARE OF THE BIKE (MAIN CITIES)

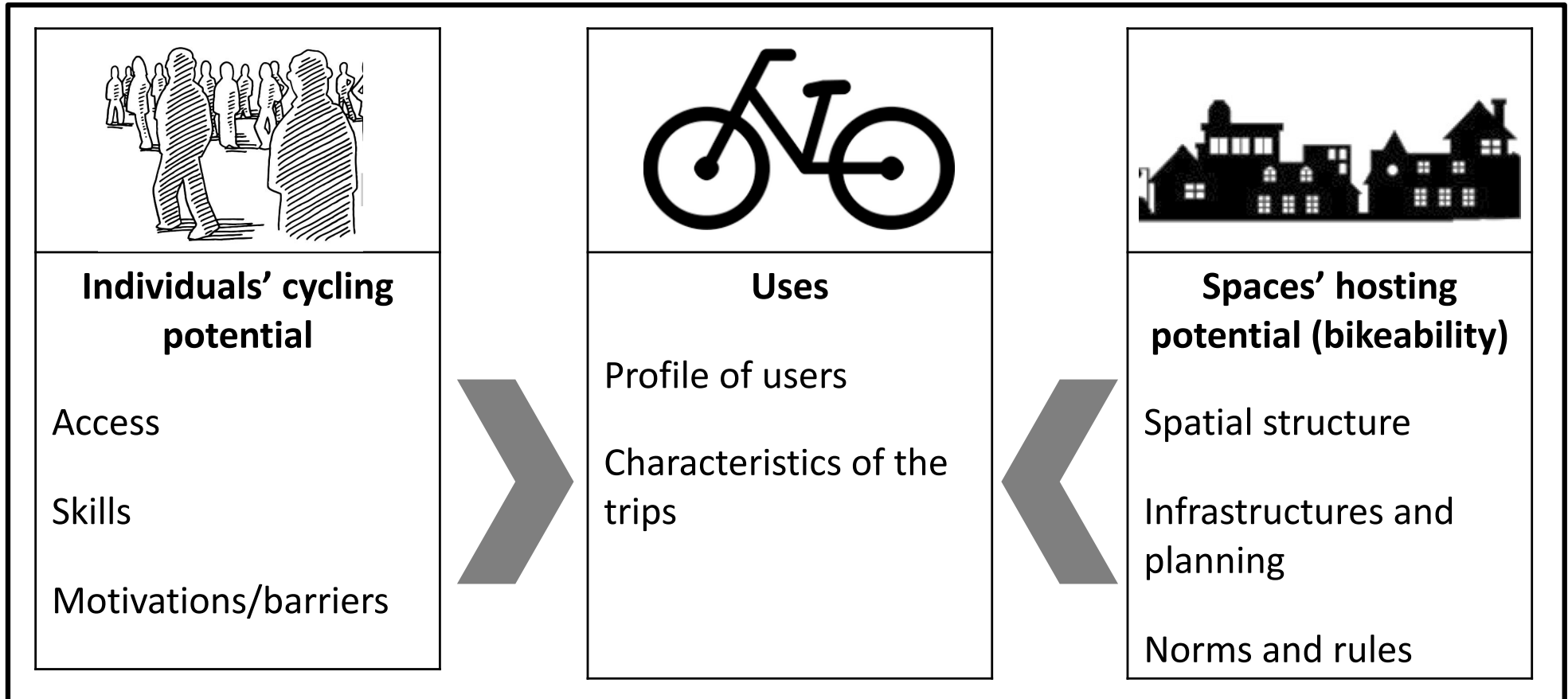


Source: Mobility and Transports Microcensus



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SYSTEM OF VELOMOBILITY



Main influence: Urry (automobility), Kaufmann (motility), Cresswell (constellation of mobility)

CYCLING PRACTICES

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CYCLING TO WORK

Bike to work scheme: More than 50,000 participants (four-person teams)

To cycle to work as much as possible in May and/or June

Participants

- Not representative of all cyclists (employed people, medium-sized or big firms, utility cycling, etc.)
- A wide range of profiles (practice, equipment, etc.)
- N=14,000



The poster features a blue background with a white circular logo in the top right corner containing the text 'BIKE TO WORK'. The main text reads 'CHALLENGE 2017 REGISTER YOUR TEAMS NOW!' in bold white and black letters. A black banner on the left side says 'Win prizes worth CHF 110,000' and 'biketowork.ch'. The central illustration shows a woman with a grey helmet and pink hair riding a light blue bicycle. At the bottom, there are logos for 'New with app: Download on the App Store' and 'GET IT ON Google Play'. The bottom right corner has a small vertical logo for 'Bühler&Bühler'.

MOTIVATIONS TO CYCLE TO WORK



Psychical and physical well-being

Independence



Civic engagement



14% do not feel safe on their commuting journey

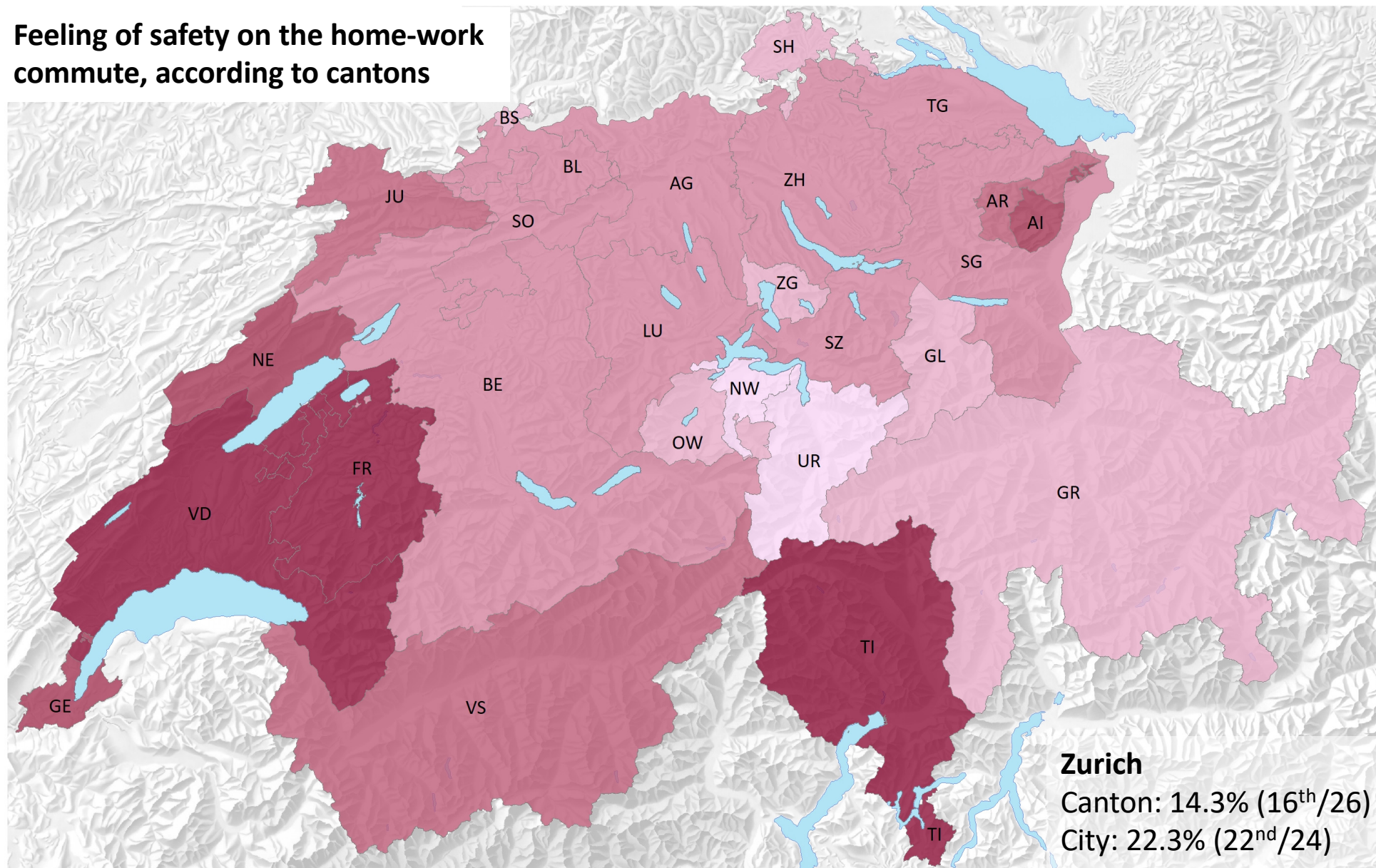


32% do not feel respected by other road users

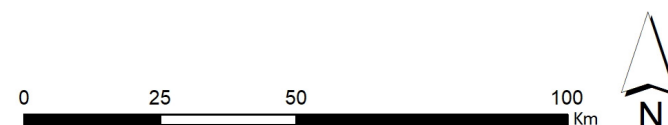
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Feeling of safety on the home-work commute, according to cantons

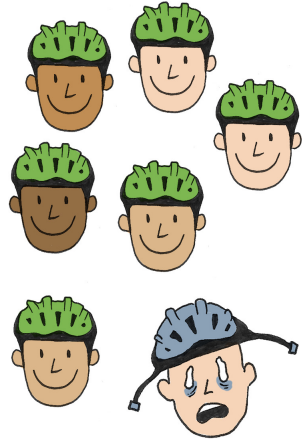


Zurich
 Canton: 14.3% (16th/26)
 City: 22.3% (22nd/24)



CYCLING TO WORK

Experiences



Safety



Independence



Well-being

Cycling
planning



Segregation of cycle lanes

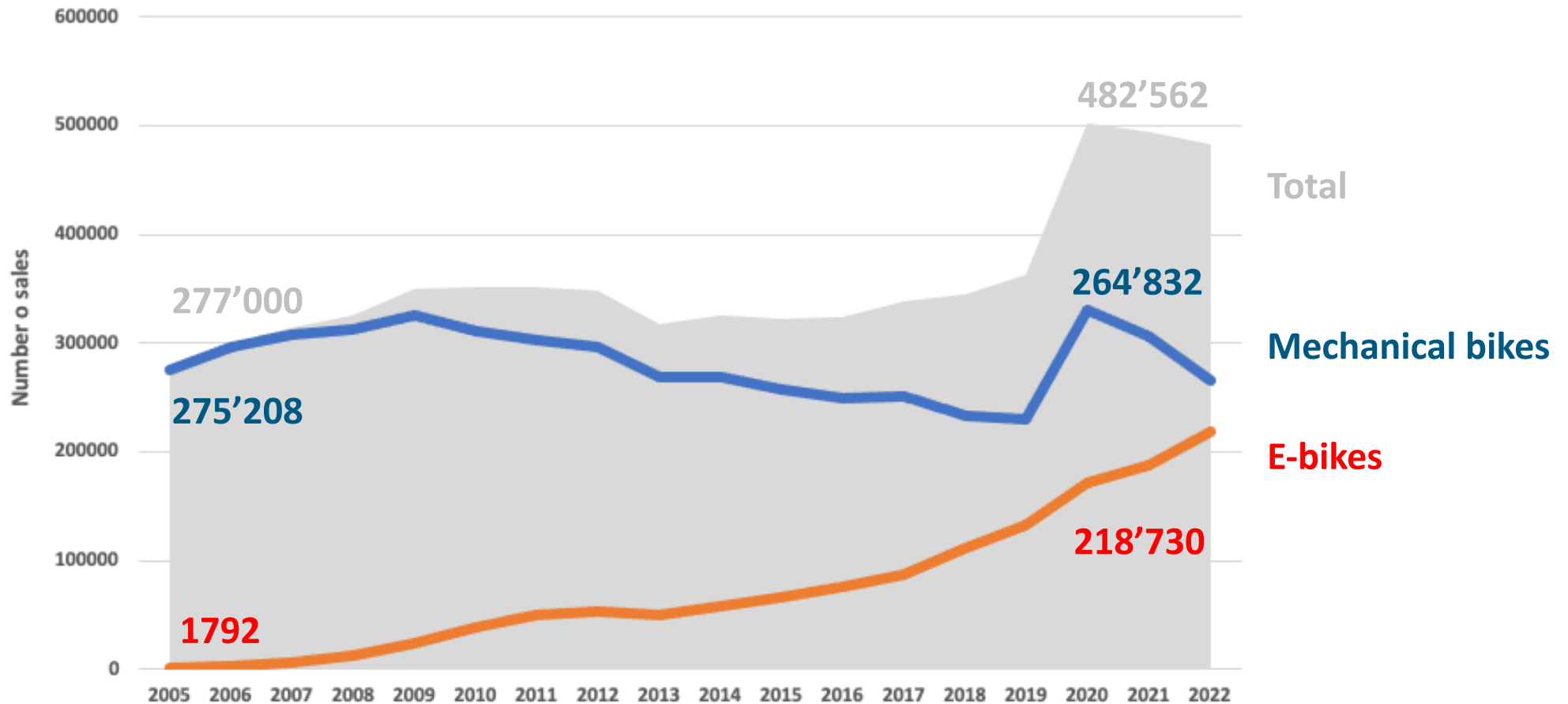


Efficiency and coherence
(network)



Urban and natural landscape

THE RISE OF THE E-BIKE



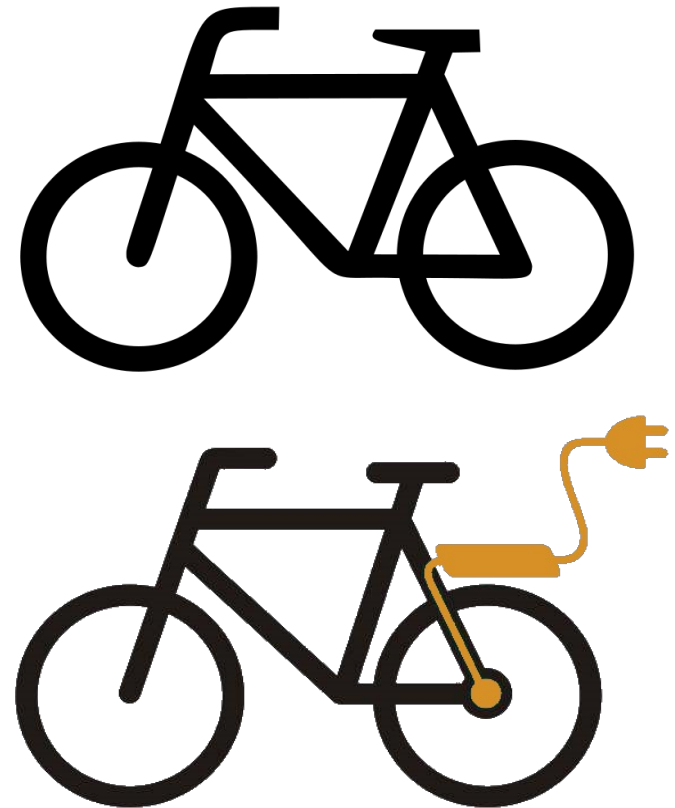
Source: VeloSuisse

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THE RISE OF THE E-BIKE

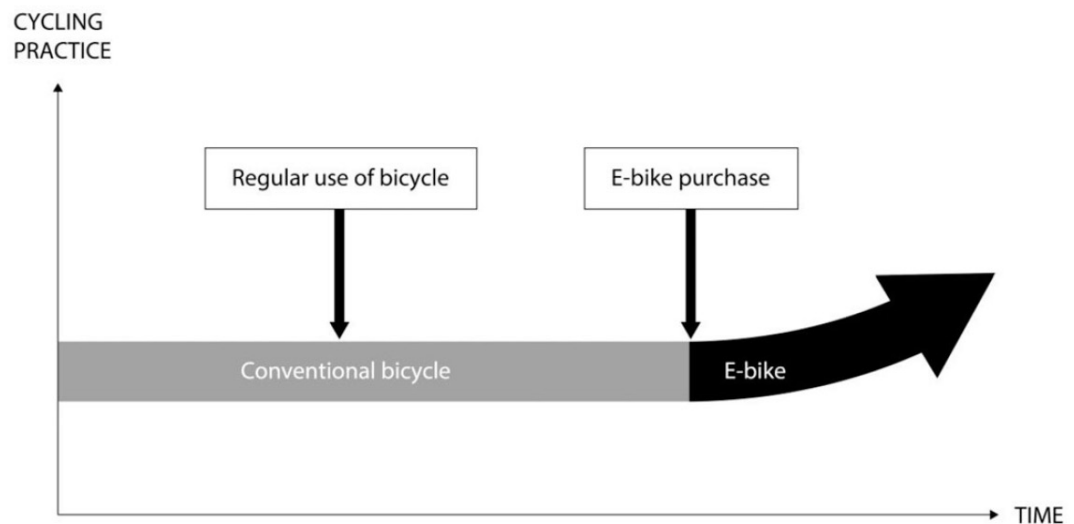
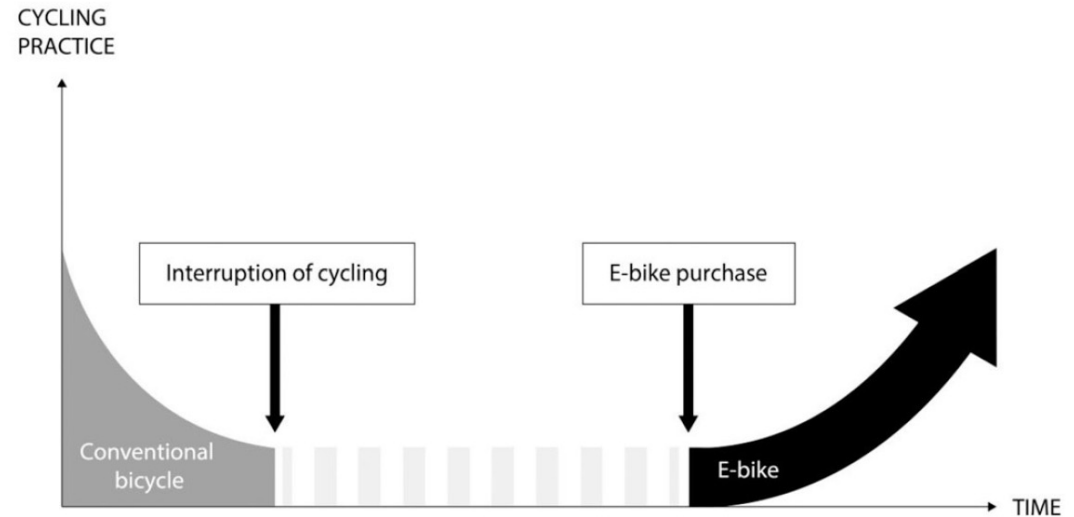
- The public is becoming younger and more feminine
- Longer distances, "flattened" topography
- Extends cycling to suburban and peri-urban areas
- Less present in cities (parking problems?) but more used
- Cargo function (children)



E-BIKE & CYCLING TRAJECTORIES

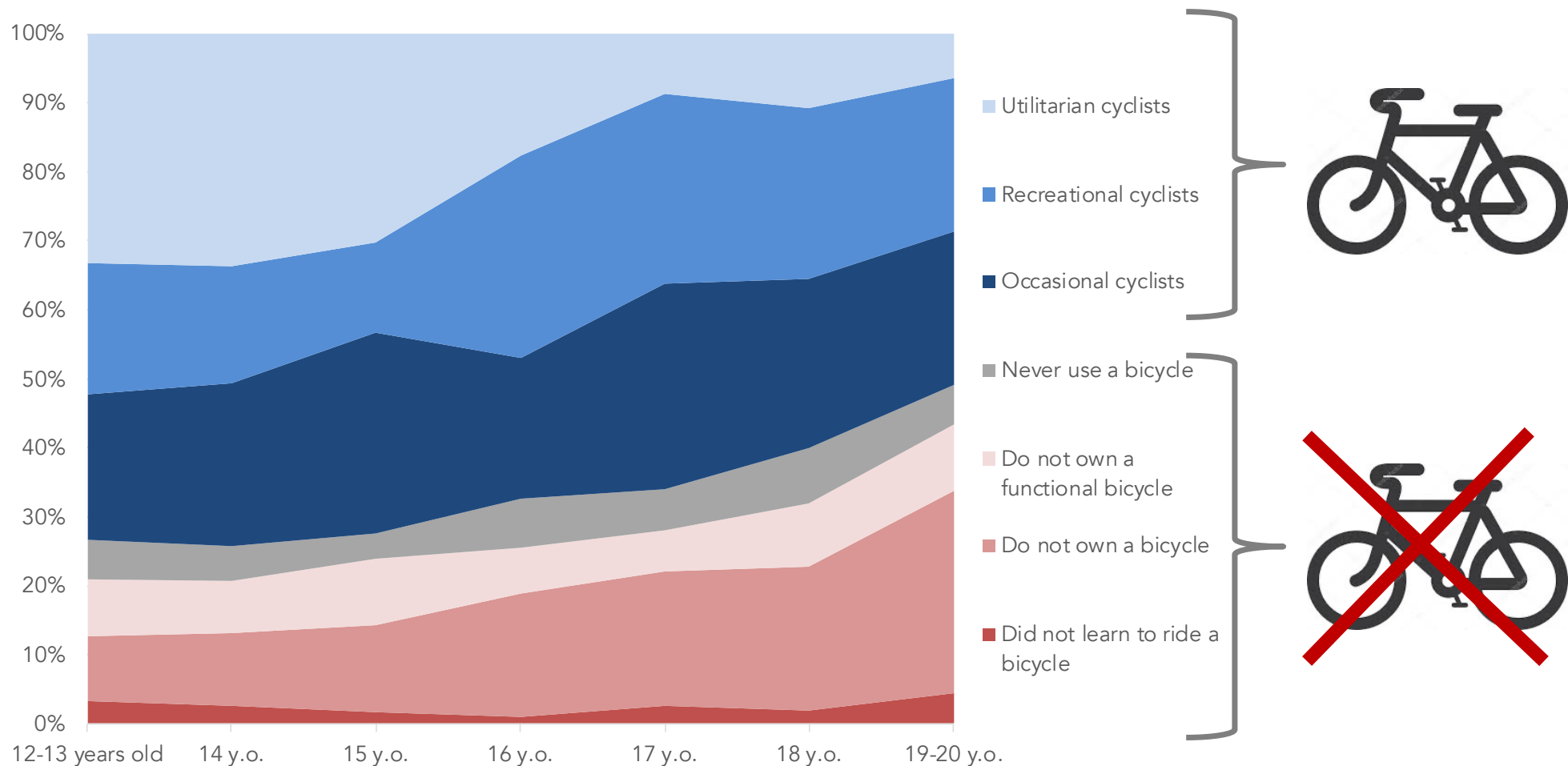
Allows to RESTART but also to CONTINUE the practice of cycling

Restorative vs resilient trajectories



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CYCLING TRAJECTORIES AND YOUTH



Case study: Yverdon, n=1,339



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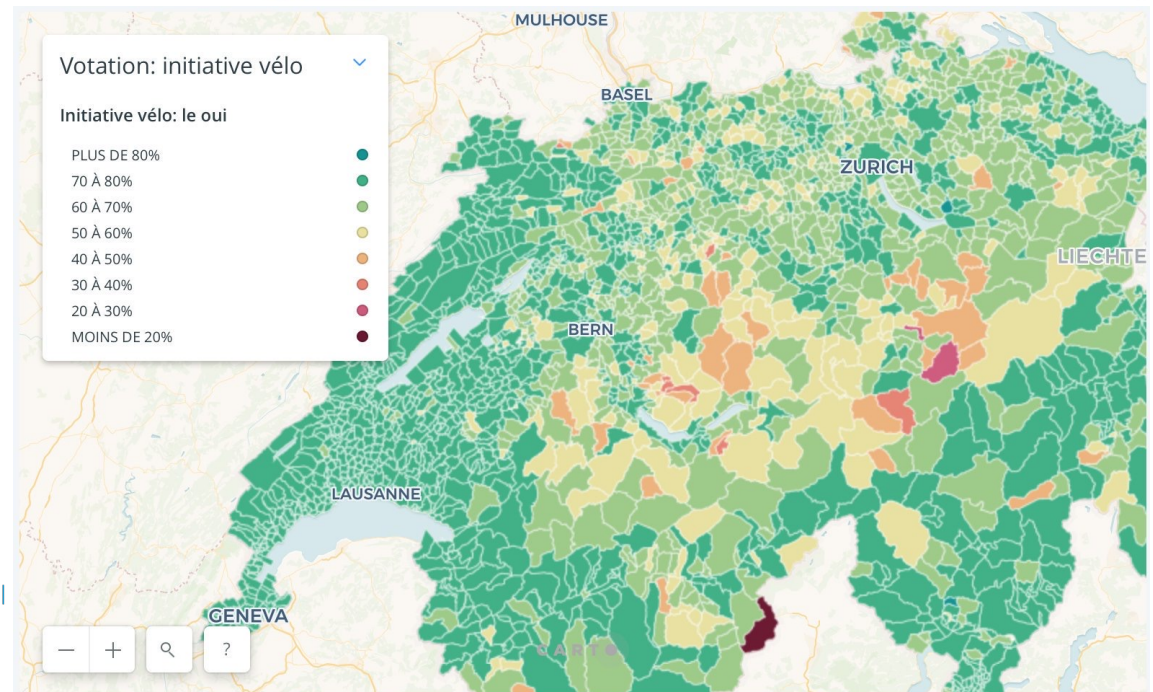
VELOPOLITICS

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THE “BIKE INITIATIVE”

- 2015: launch of an initiative to add the promotion of cycle paths in the constitution (Art. 88 on Footpaths and hiking trails)
- 2016/17: debates at the Government & Parliament
 - Counter-proposal without constraints
 - Withdrawal of the initiative
- Vote in September 2018 => 73.6% yes



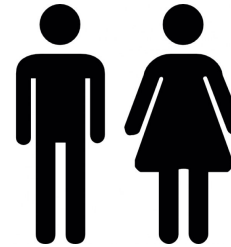
WHO VOTED YES (MORE THAN AVERAGE)?



Cycling practice



Age



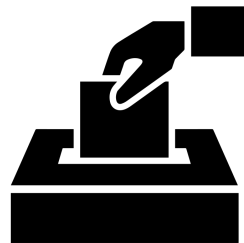
Gender



Income



Education



Political leaning



Residential context



Linguistic region

Source: VOTO survey, 6 weeks after the vote (n=1,500), logistic regression



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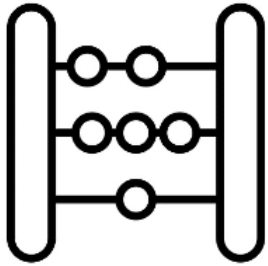
Linguistic region

Source: VOTO survey, 6 weeks after the vote (n=1,500)



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EFFECTS OF INFRASTRUCTURE



Fribourg

Low cycling town (2%)

Fieldwork: before/after the new cycle lane



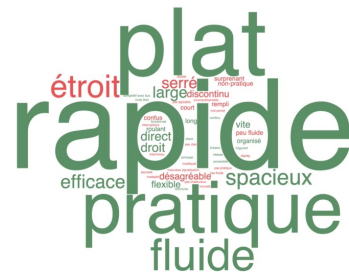
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EFFECTS OF INFRASTRUCTURE

Safety



Efficiency



Attractiveness



General



- Positive adjectives from 46% to 72%
- Negative adjectives relating to the lack of safety: from 34% to 15%



ROAD SAFETY AND SOCIAL NORMS

Aldred 2021

	Individual approach	Global approach
Cycling	Individual choice	Important part of the transport system
Source of danger	Cycling/cyclists (victim blaming?)	Infrastructures (and all road users that are perfectible)
Solutions	Vulnerable users: passive (helmet, etc.) and active (behaviour) safety	Infrastructures (8-80), rules
Example		



CONCLUSIONS



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MESSAGES ON CYCLING

- Not only a **movement** (getting from A to B) but also **meanings** and **experiences** (+/-)
- A **life-long practice** (to attract & to maintain)
- A **political object** that is contested in a context of **hegemony of the car** (spaces and social norms)
- More popular, more urban, more utilitarian but needs to be taken care of (**infrastructures** and **legitimisation**; **system of velomobility**)

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The logo for the University of Lausanne (Unil), featuring the word "Unil" in a blue, cursive script.

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