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Swiss Mobility Panel

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Motivation

Mobility in Switzerland (km/day) has been increasing steadily across recent decades. While generally seen as beneficial to society at large, increased mobility comes with various negative effects. Notably, emissions from the transport sector remained constant, impeding efforts in Switzerland to meet climate protection targets. Given these diverse demands, it is difficult to identify political majorities necessary to develop policy solutions. Against this backdrop, the Swiss Mobility Panel explores public opinion dynamics in Switzerland, focusing on mobility preferences and behaviors, and linkages to preferences and behavior across policy realms.

Methods and Survey Waves Overview

1. A representative sample of the Swiss resident population aged 18 years and above from the harmonized population registry of the **Swiss Federal Statistical Agency** is recruited by mail to participate in the survey. The project is a longitudinal panel study design, i.e., the same persons are surveyed repeatedly.

2. Two survey rounds are conducted per year with the rhythm of a baseline survey on general mobility topics (including a sample refreshment), followed by two shorter, topically focused waves.

3. The data is processed, analyzed, published in results reports and made available to the scientific public (on SWISSUbase) in an anonymized form.
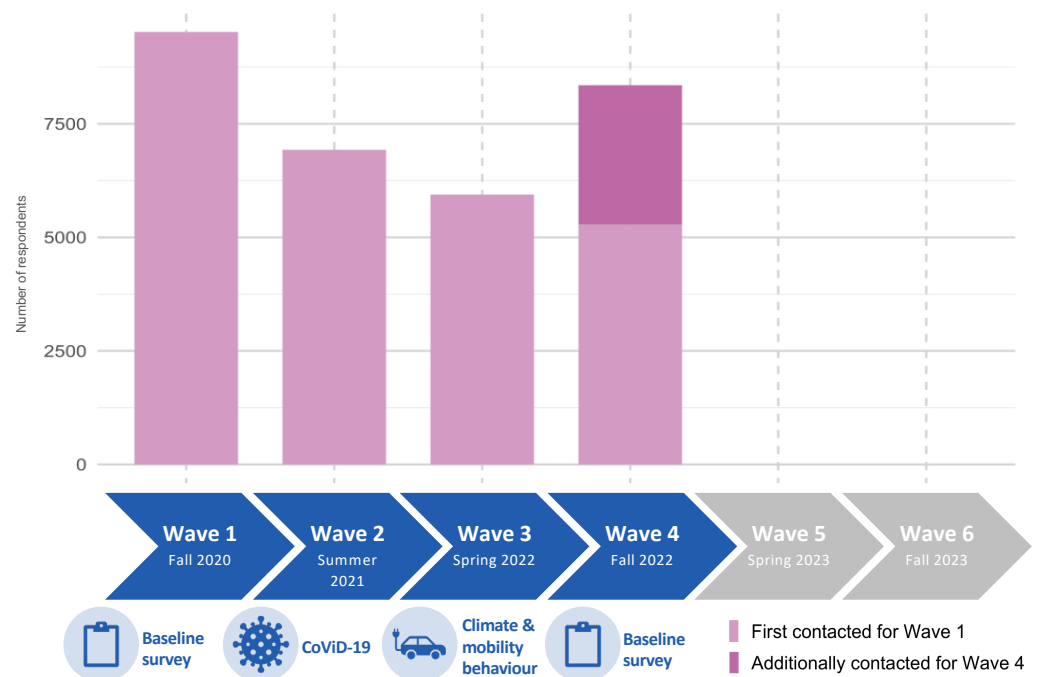
Research Questions

Given the changing demands on the transportation sector and future commitments to sustainable transformations within Switzerland, we focus on the following core questions:

- How and why do individuals and certain subgroups of the Swiss population differ in their mobility behavior?

- Do these mobility behaviors and attitudes/preferences change over time, and why?

- How does the Swiss population react to certain policy interventions in the mobility sector that target the demand and/or supply side?

Figure 1: Survey Wave overview with respective number of respondents

Example Results

Our data is **georeferenced**, which allows for spatial analyses of mobility modes and policy preferences. Figure 2 shows the support for the introduction of **speed limit 30km/h** in city centers in Wave 1 based on the respondents' canton of residence.
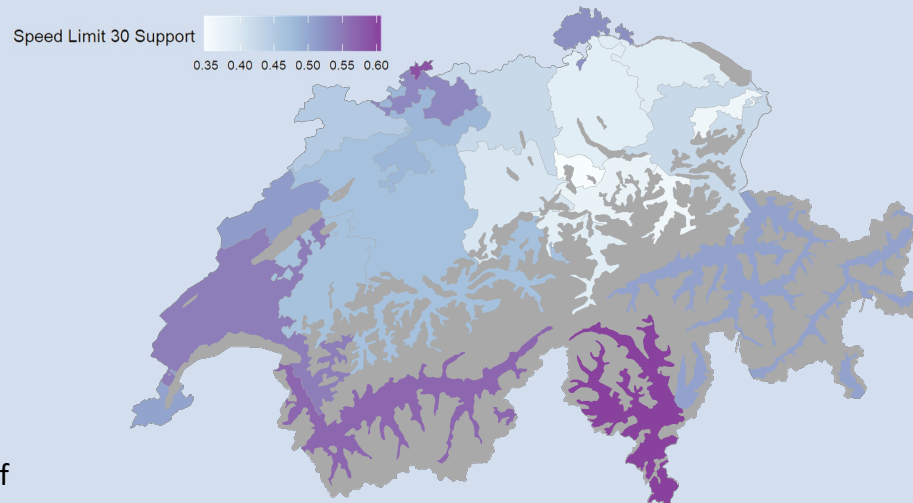
Figure 2: Proportion of respondents (survey wave 1) who are somewhat or very much in favor of 30km/h speed limits in city centers by canton of residence.
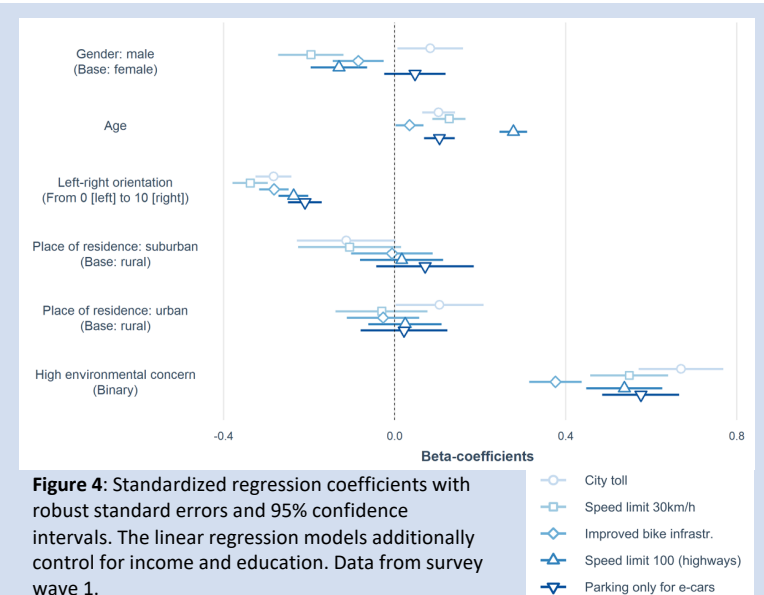
Figure 4: Standardized regression coefficients with robust standard errors and 95% confidence intervals. The linear regression models additionally control for income and education. Data from survey wave 1.
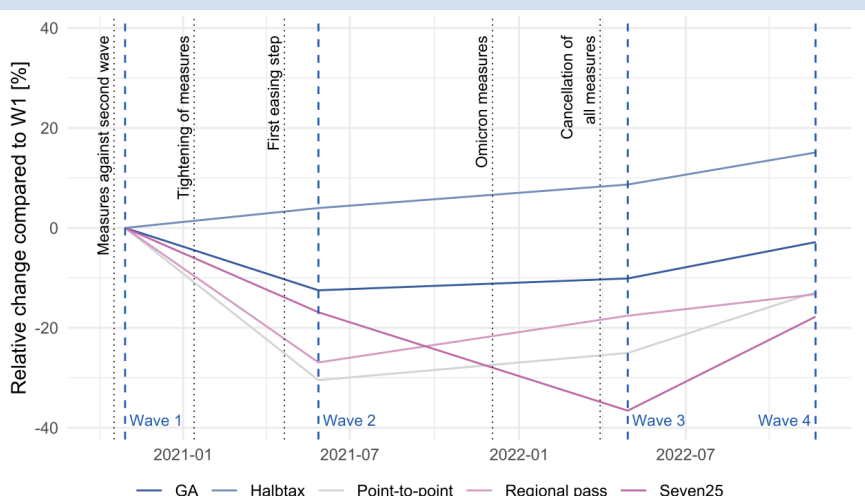
Figure 3: Relative changes (in %) of ownership of different public transit passes over Waves 1 to 4. Reference point is set in Wave 1.

Across all survey waves, we ask participants about their **mobility behavior and attitudes**. For example, Figure 3 shows the development of ownership of public transport subscriptions over the waves. Since the survey period coincided with the COVID-19 pandemic, key data on the sanitary crisis are marked on the timeline. It shows a decrease for all passes except the half fare pass (Halbtax) during the pandemic with a partial recovery until the end of 2022.

We ask participants about their preferences towards a wide range of **transport policies** that aim to reduce negative externalities of personal mobility. The georeferenced panel data structure allows us to estimate and compare the effects of a wide range of **individual and contextual characteristics** on policy support, as for example displayed in Figure 4.

More information on our website:
www.istp.ethz.ch/research/swiss-mobility-panel