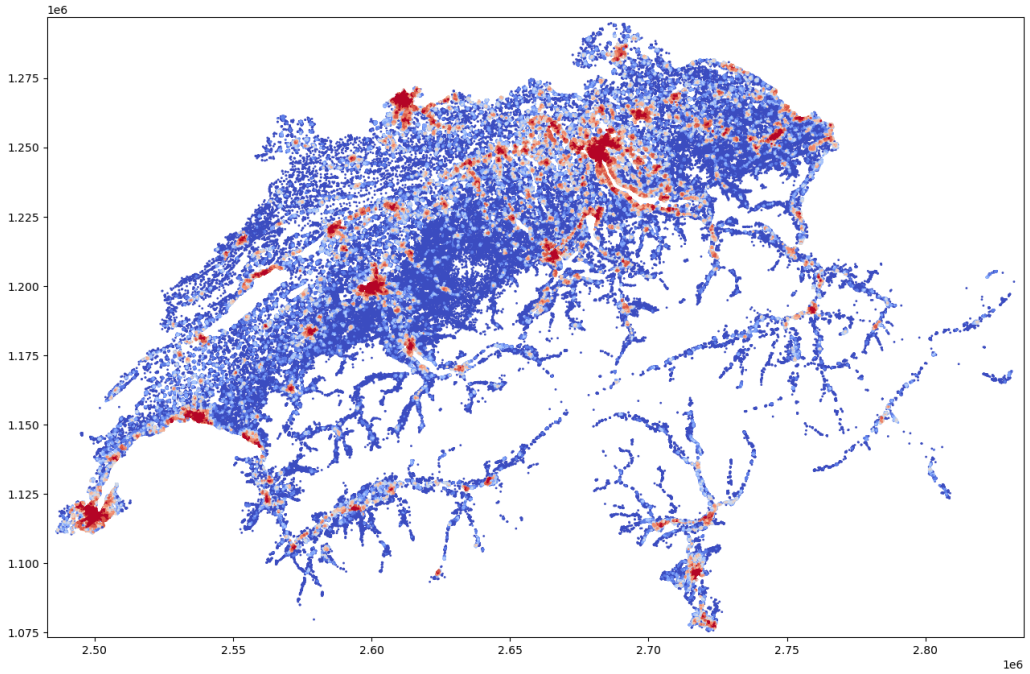


Multi-activity, building-scale accessibility measures for Switzerland

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Abstract

Access to opportunities is an important measure for understanding the interaction of transport and land-use systems to produce public benefits, costs, and inequalities. Swiss government bodies currently release a variety of accessibility measures, notably road network distance to services from populated hectares, *ÖV Güteklassen* which is based on frequency and type of public transport service, and a potential accessibility measure that considers the number of residents and jobs using road or public transport travel times, at a travel zone scale. We recalculate this potential measure at building level for employment access, population access, and a combination of both, and analyse the variability of this measure within travel zones. We also present a multi-activity accessibility measure, weighted by current trip purposes, calculated using the open-source THERE framework, incorporating distance decay and diminishing returns to multiple opportunities, at a building scale. We use this measure to show how location-based accessibility measures can provide different insights to infrastructure-based accessibility measures, with a case study in the canton of Zurich.

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1 Introduction

Access to destinations is an important metric for assessing the equitable distribution of transport system benefits (Palm, 2025), and is also key for informing the planning of future land use and transport systems. Accessibility is now understood as a multidimensional concept, shaped by land use, transport systems, temporal constraints, and individual needs and capabilities (Geurs and van Wee, 2004). In practice, however, empirical measures tend to focus on a subset of these dimensions — primarily land use and transport — often resulting in multiple indicators that capture only partial aspects of accessibility.

Two main approaches dominate, both internationally and in Switzerland. Infrastructure-based measures describe access to the transport system itself—such as proximity to the nearest public transport stop or service levels (e.g. frequency)—without explicitly considering the destinations that can be reached. For example,the ÖV-Güteklassen are public transport quality classes used in the Canton of Zurich (and nationally), which evaluate how well a location (at building level) is served by public transport based on available modes and timetabled service frequency. In contrast, location-based measures quantify the number of opportunities reachable within a given travel threshold, typically focusing on jobs or opportunities to access services. In Switzerland, the Federal Office for Spatial Development (ARE) produces an accessibility measure, Erreichbarkeit, computed on the basis of travel zones from the national transport model. These travel zones are designed to contain around 3000 residents or jobs, and reflect areas of similar travel cost to the nearest agglomeration. However, by representing accessibility at the level of travel zones, area-level measures may obscure important within-zone variation, limiting their ability to capture fine-grained differences in access to opportunities (e.g. at the building level) —differences that are critical for understanding inequalities.

This paper builds on existing approaches by extending location-based measures to better reflect diversity within zones, diversity of destinations and structure of accessible opportunities. Specifically, it aims to: (i) compute a building-level multi-activity access measure for all of Switzerland, (ii) analyse building-level access variance across travel zones and between different activities, and (iii) use the differences between an infrastructure-based measure and a destination-based measure to understand aspects of spatial structure in the Canton of Zurich.

Choice of destinations Transport planning has typically had a focus on the journey to and from work, but over time this is becoming a smaller proportion of travel in many countries. In Switzerland, trips to work make up 24% of travel distance, compared to 49% for leisure in the latest microcensus. Although the transport network may be most likely

to be overloaded at peak work commute times, the experience of access to opportunities among the population may be equally limited by lack of access to other opportunities at other times of the day and week. Some researchers argue that access to jobs is a proxy for access to other services, as people are employed at service locations. However, this assumption weakens in contexts where travel demand is increasingly oriented towards activities -such as outdoor leisure - located in areas with low employment density, as in Switzerland. We therefore demonstrate a multi-activity accessibility index, with activities weighted based on the number of trips taken from the latest Microcensus, and number of destinations scaled to reflect diminishing returns based on previous work (Roper *et al.*, 2023).

Spatial scale Accessibility indicators are often computed at aggregated spatial units (e.g. traffic analysis zones), relying on geographical or population-weighted centroids, while others are calculated at a much finer resolution, such as individual buildings, requiring more detailed spatial data. These choices can substantially influence results and their interpretation. Evidently, the cost of travel between zonal centroids does not accurately represent the cost of travel between individual points within the zones. As a result, aggregation can obscure within-zone variation and bias estimates of inequalities (Van Wee and De Jong, 2023). In most countries, variables such as socioeconomic indicators (e.g. income) are only available at a zonal level. Switzerland offers unique opportunities to use individual and building-level statistical data, creating scope for future work to examine how aggregation influences inequality estimates. Computational complexity rises rapidly with finer resolution, and one of the contributions of this work is refinement of methods to easily compute building level measures using a Switzerland-wide walking and public transport network.

From mobility to access Finally, we compare the difference between an infrastructure-based measure, the ÖV-Güteklassen, and measure of access by public transport to multiple destinations, TransitTHERE. By focusing on transport services without considering the spatial distribution of destinations, measures like ÖV-Güteklassen primarily capture mobility – the ease of movement, rather than accessibility per se – the ease of reaching places (Levine *et al.*, 2012). In this sense, mobility represents one component of accessibility but does not fully reflect it. Accessibility-based approaches, such as TransitTHERE, are not intended to replace mobility-based measures but to extend them by incorporating the spatial distribution of destinations reachable via the transport network.

2 Methods

Data The data on destinations apart from employment is from OpenStreetMap using the OSMNx package (Boeing, 2017). Employment data is from STATENT, at building level. Population data is from STATPOP, at building level. Building location data is from the Federal Building Register, with 1.56 million inhabited buildings extracted. Pedestrian network data was downloaded using OSMNx. The public transport data in GTFS was downloaded from https://opentransportdata.swiss. The Ov-Guteklassen for Zurich are from Kanton Zürich's open geodata service, https://geo.zh.ch/. Erreichbarkeit values for ARE travel zones are from data.geo.admin.ch.

Network creation and routing Combined pedestrian and public transport networks were built using the UrbanAccess package, nearest points and network aggregations peformed with Pandarm (formerly Pandana (Foti *et al.*, 2012)) and THERE scores calculated with the THERE package. The resulting network for Switzerland was extremely large, in the order of 3 million nodes and 9 million edges in a graph representation. The graph representation initially had many redundant public transport links - links that start and end at the same nodes and have the same weight, but represent trips occurring at different times. These links seemed to cause problems for the contraction hierarchy algorithms within Pandarm. As we are not doing time-aware routing, these links could be removed. With this revised representation, Pandarm can handle such networks easily, taking in the order of 30 minutes to aggregate employment or population at building-level points across the network on a personal laptop.

Multi-activity weighting To weight different categories of destinations for the multi-activity access measure, person-weighted travel data from the 2021 Microcensus (MZMV) was used. Activities that cannot easily be linked to specific locations, such as visiting others, holidays and accompanying others were excluded. These make up around 16% of total trips. Work and business trips (around 24% of trips) were also excluded to remove overlap with the employment measure. The resulting index weights were: Shopping 31.8%, Outdoor leisure and sports 27.4%, education 12.7%, errands 10.9%, gastronomy 8.4%, other leisure 5.8%, hiking 1.9%, religious 1.0%. The categories were chosen based on being able to unambiguously segment available destinations as belonging to a single category.

Distance decay parameters For the jobs and population cumulative access measure, we use the same distance decay curve used by ARE: $E_i = \sum_j (A_j * e^{(-0.2 * Time_{ij})})$. For the multi-activity measure, we use the same parameters used in previous work.

Figure 1: Cumulative employment and population access results

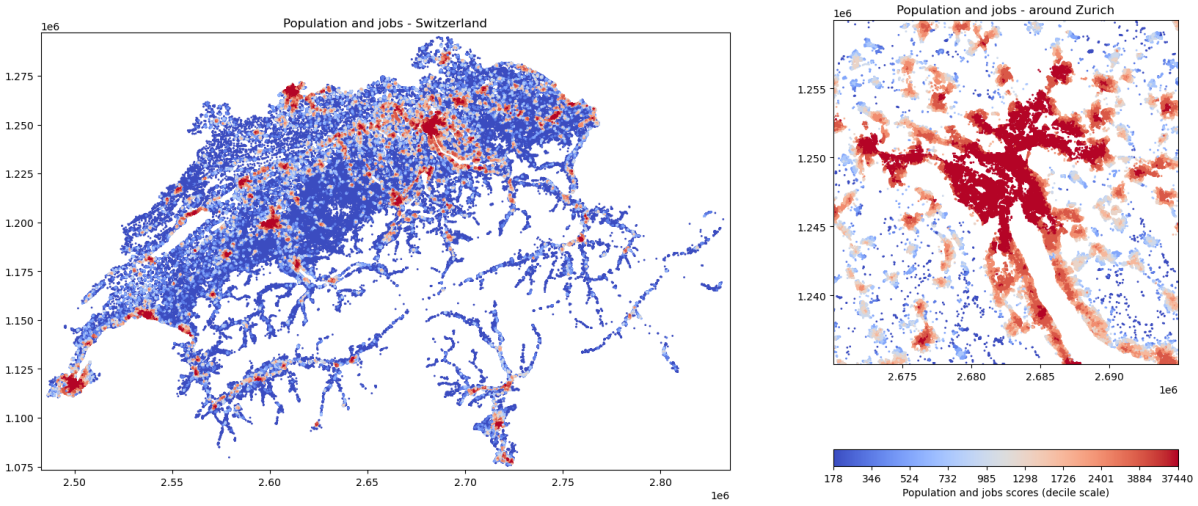
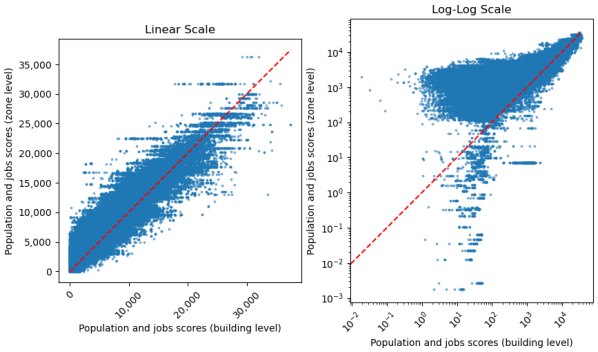


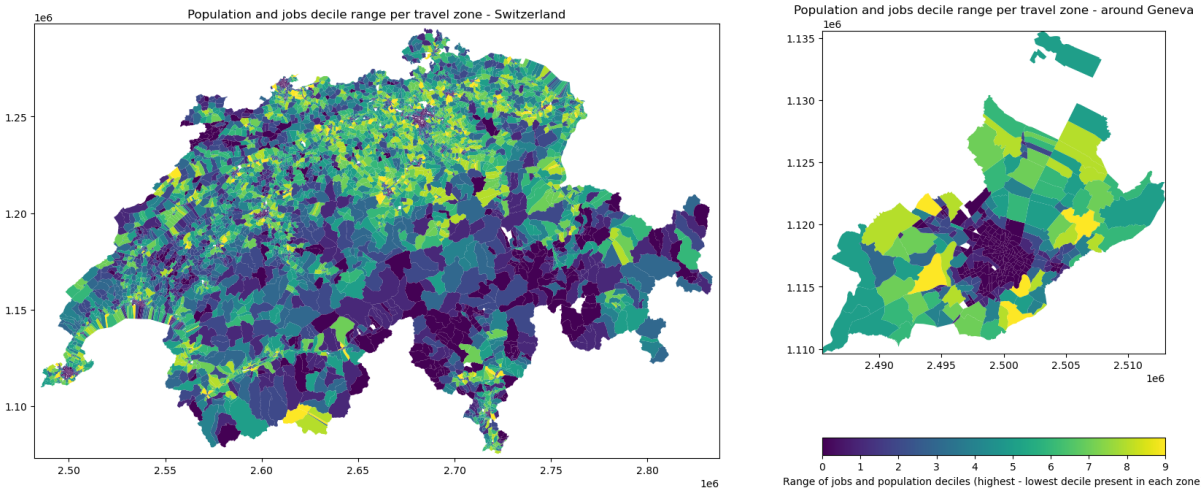
Figure 2: Building-level vs zone-level scores



3 Results

We first show the national building-level results for an employment and population access metric using the ARE formula, then for a multi-activity measure using public transport and the THERE formula (Roper *et al.*, 2023). For these results, each populated building was ascribed the score of the closest walkable network node. Thus, unpopulated areas are empty. Figure 1 shows the distribution of results nationally for the jobs + population cumulative access, and a closeup on Zurich to show the detailed structure around cities and towns. As expected, the most accessible areas follow the public transport network and cluster around the major cities and towns in the central plateau. The three sets of results for population, jobs, and population plus jobs (all available in the Annex) follow similar patterns, showing that access to population is a reasonable proxy for access to jobs in the Swiss context. The correlation between job access and population access is 0.8. The correlation between either and the combined score is 0.95.

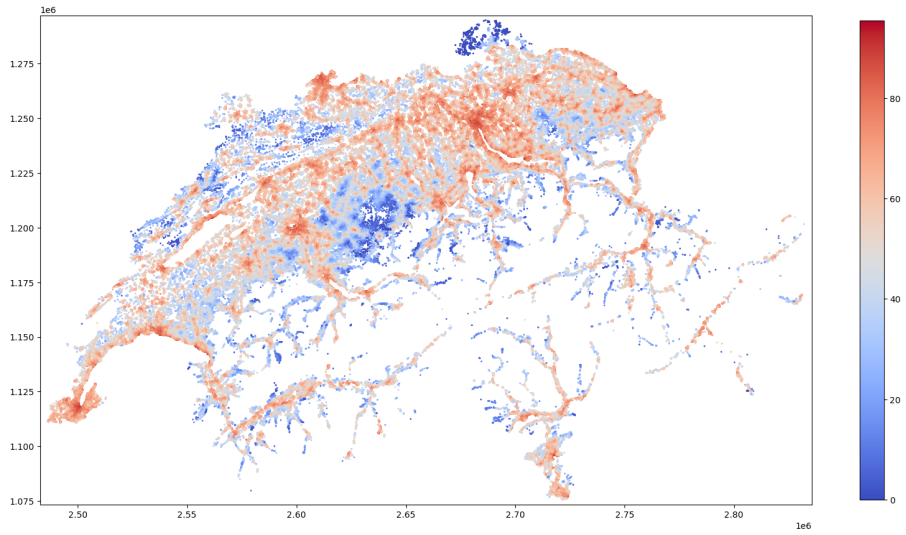
Figure 3: Variation in access deciles within each travel zone



When comparing our building-level accessibility estimates with ARE's zonal values, the two measures are reasonably correlated (0.75) and spatial patterns are broadly similar. However, the ARE values are much higher for some zones. The reasons for this difference remain unclear, despite efforts to align the methodologies as closely as possible, and will be investigated further in future work. For the purposes of comparison, we use deciles of our building-level estimates and corresponding area-level aggregates derived from our own methodology, rather then published ARE values. The focus is on how the building level results highlight variability in access within travel zones. Figure 2 shows that while broadly correlated, many buildings have higher zone-level scores than building-level.

In terms of deciles, the largest disparities within a single travel zone are found in smaller towns, with typically lower population density, where part of the population may be very close to a public transport service, but the furthest part is up to 2 kilometres away. Figure 7 in the Annex shows a typical pattern around Wohlen (AG), with higher access close to bus stops and lower access further away. For example, one of these zones ranges from 106 (Q1) to 2745 (Q9) distance-weighted jobs and residents accessible, while the zonal value is 2938 (note that zonal values can be higher than all building level values in a particular zone because the population-weighted centroid used to calculate zonal access may be more conveniently located than any building). Figure 3 shows that while zones with high and low variability are distributed across the country, generally zones within cities have low variability, and zones deep in the countryside also have low variability, while zones close to but around cities tend to have the highest variability. These zones are generally larger than the zones within cities, naturally producing more travel time variation. An important question for followup work is whether this heterogeneity also appears for socioeconomic variables in these larger zones.

Figure 4: Non-employment multi-activity accessibility by public transport



Multi-activity access results The TransitTHERE measure ranges from 0 to 100 and is intended to proxy "% of daily needs that could be met by this mode of transport, for the average person" (Roper *et al.*, 2023). In this case, the needs modelled focus on a subset of non-employment activities. Figure 4 shows building-level results, with higher values less concentrated around cities than the previous measures. Moderate values in rural areas reflect access to local destinations such as parks, schools and shops. The TransitTHERE scores have a lower correlation with the building-level measures shown in the previous section - 0.57 with population access, and 0.41 with job access. Examining individual activity purposes across the full results, the lowest standard deviation is for the "outdoor leisure" category, indicating that opportunities to engage in these activities - represented by POIs such as parks, swimming pools, picnic sites, beaches and pitches - are relatively evenly distributed across inhabited areas. Meanwhile the "other leisure" category, represented by POIs such as libraries, theatres, museums, zoos and theme parks, has one of the highest standard deviations - access to these opportunities by public transport is more varied, with some areas having much higher access than others.

Comparison between ÖV-Güteklassen vs multi-activity access by public transport in the Canton of Zurich The ÖV-Güteklassen are the public transport quality classes used in the Canton of Zurich, which evaluate how well a location is served by public transport based on timetable information from the Zurich Transport Network. Public transport stops are classified first from I to VII according to the modes available and the service frequency. Each location is then assigned a quality class from A (best) to F (worst) based on its distance to the nearest stop and the stop category. Thus, each building is assigned an ÖV class and a multi-activity TransitTHERE score for comparison. Details of the

ÖV-Güteklassen calculation are provided in Appendix A.1.

Figure 5: The distribution of TransitTHERE across ÖV-Güteklassen

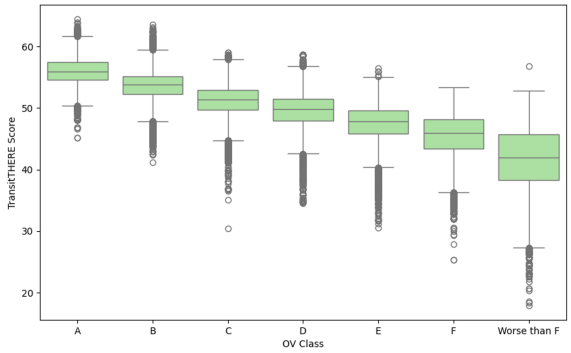
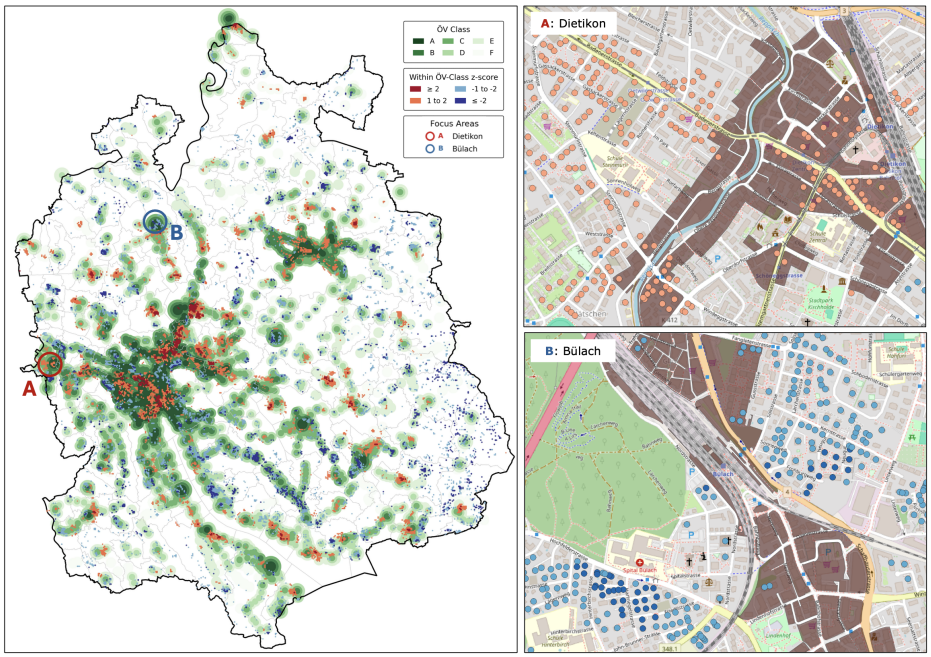


Figure 5 shows, as expected, interquartile ranges decline from Class A to below Class F, but with considerable overlap. Each boxplot has a wide spread: even in lower classes (E, F), there are buildings with relatively high accessibility. Conversely, even in A/B, there are some lower-access outliers. We also see increasing dispersion in lower classes, suggesting that in poorly served areas, accessibility as measured by THERE becomes more heterogeneous. To make the categorical ÖV-Güteklassen comparable with the continuous TransitTHERE measure, we standardize building-level TransitTHERE scores by computing a z-score for each building relative to the distribution of TransitTHERE among buildings in its ÖV class. We then focus on buildings with z-scores above 1 or below -1, indicating substantially higher or lower accessibility to employment and service types relative to other buildings in the same ÖV class.

The spatial distribution (Figure 6 Left) shows that buildings with above-expected accessibility are concentrated in the City of Zürich, Winterthur, and the Limmattal and Glattal regions, broadly aligning with the Zentrumsgebiet (central area) in the cantonal structure plan, which functions as cantonal centres for education, culture, and economic activity (see Appendix A.2 for visual comparison). In contrast, below-expected buildings are more dispersed and are largely located within the designated Siedlungsgebiet (residential area), such as along the S18 Forchbahn, the southeast corridor extending from the central with high public transport provision but lower-than-expected accessibility. As TransitTHERE integrates both pedestrian and public transport networks, it captures nearby employment and amenities reachable on foot, which carry greater weight due to proximity but are not reflected in the ÖV-Güteklassen.

Zooming in on Dietikon and Bülach (Figure 6 Right), both have ÖV Class A around their train stations. Most buildings near Dietikon station show above-average accessibility, while

Figure 6: The spatial distribution of THERE and ÖV-Güteklassen differences



those in Bülach are largely below. Core zoning areas (brown blocks), designated for dense mixed uses, are extensive in both locations. However, using the train station building as the reference point, TransitTHERE scores are consistently higher in Dietikon across all destination categories (Table 1). This suggests that Dietikon's core zone has been more densely developed to support multiple opportunities as a cantonal center, whereas Bülach still requires restructuring and longer-term reorientation. The base map also shows that Dietikon has more amenities. This is also reflected in the Federal Statistical Office's distance-based service accessibility measure (Table 1), which reports distances to the nearest facility for 35 service types at the hectare grid level. At the station grid, Dietikon is closer to many (though not all) key services than Bülach. While this metric provides detailed information, it is disaggregated. The choice of the appropriate accessibility measure therefore depends on whether the focus is on the nearest specific service or on holistic access.

Table 1: Comparison of TransitTHERE and Distance-Based Service Accessibility in Selected Center Areas

Selected Center Areas	**TransitTHERE (to 2 d.p.)**						**Distance to the closest type of services (meters)**				
	Overall	Employment	Shopping	Recreation	Education	Errands	Grocery	Restaurant	Compulsory School	Forest	Pharmacy
Dietikon	58.39	4.24	15.93	27.39	5.81	5.02	410	92	123	497	838
Bülach	51.76	2.29	13.97	25.78	5.20	4.52	507	233	646	697	502

Source: Dienstleistungen für die Bevölkerung - Erreichbarkeit (Federal Statistical Office)

Limitations and extensions A limitation of the zonal variability analysis is considering only walking as an access mode to public transport. Combining with cycling or driving would improve public transport accessibility for many buildings. However, how useful this is needs consideration of more complex behaviours and environmental factors, such as the availability of parking near the public transport stop, and the overall cost of parking and getting the bus versus driving to the destination. Thus these results are best considered 'car and bike-free' results - which are particularly meaningful for persons who do not own a car or cannot cycle. Another limitation is the approximations used for the effect of public transport headways/frequencies on the experience of public transport access. Our routing engine applies a nominal waiting time to each public transport trip, but cannot calculate exact transfer times for multi-leg trips.

Many avenues for future work in refining accessibility measurement exist, for example understanding access to social connections - with 9% of trips in the microcensus explicitly for the purpose of visiting others, and many other trips likely to be socially linked. More generally, individual perceived access does not necessarily map to location based access using current trip patterns. The individual component of accessibility is not represented in TransitTHERE and remains difficult to operationalise. For example, accounting for individual temporal constraints requires detailed activity diary information for every person (Fransen and Farber, 2019). One possible extension is to use differing demand profiles based on different sociodemographic groups. This is done in various ways for travel demand modelling, but rarely in accessibility modelling.

4 Conclusion

This paper presents novel methods of calculating location-based accessibility in Switzerland. The technical innovation is calculating accessibility metrics involving aggregation (so not just distance to the closest destination of some type) at a finer scale than travel zones, for a very large public transport and walking network, in a reasonable time.

Our planned next steps are to combine these metrics with building level sociodemographic data to analyse inequalities in access across Switzerland, potentially with differing metrics for different demographic groups. We will also explore densification, displacement and redevelopment dynamics in the Swiss housing market.

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A First section in the appendix

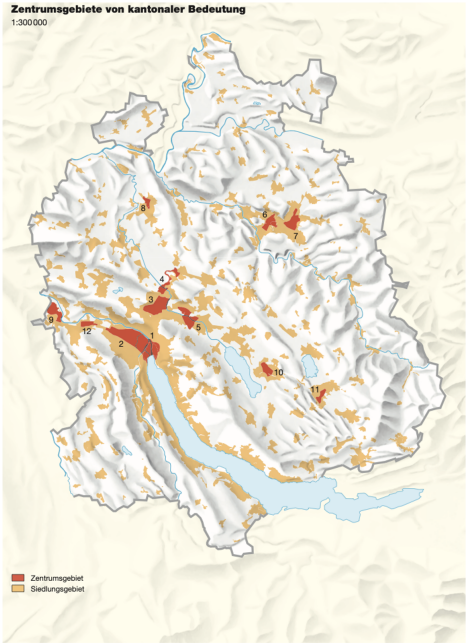
A.1 The Calculation of ÖV-Güteklassen

Service interval in minutes (05:30 to 22:30)	Type of transport			
	Rail hub	Railway line	Tram	Bus
<5	I	I	II	II
5 to <10	I	II	III	III
10 to <20	II	III	IV	IV
20 to <40	III	IV	-	V
40 to ≤60	-	V	-	VI
>60	-	-[1]	-	VII

Stop category	Distance to stop (as the crow flies)			
	<300 m	300-500 m	501-750 m	751-1000 m
I	Klasse A	Klasse A	Klasse B	Klasse C
II	Klasse A	Klasse B	Klasse C	Klasse D
III	Klasse B	Klasse C	Klasse D	-
IV	Klasse C	Klasse D	Klasse E	-
V	Klasse D	Klasse E	Klasse E	-
VI	Klasse E	Klasse E	-	-
VII	Klasse F	Klasse F	-	-

Source: Kanton Zürich, Volkswirtschaftsdirektion, Amt für Verkehr

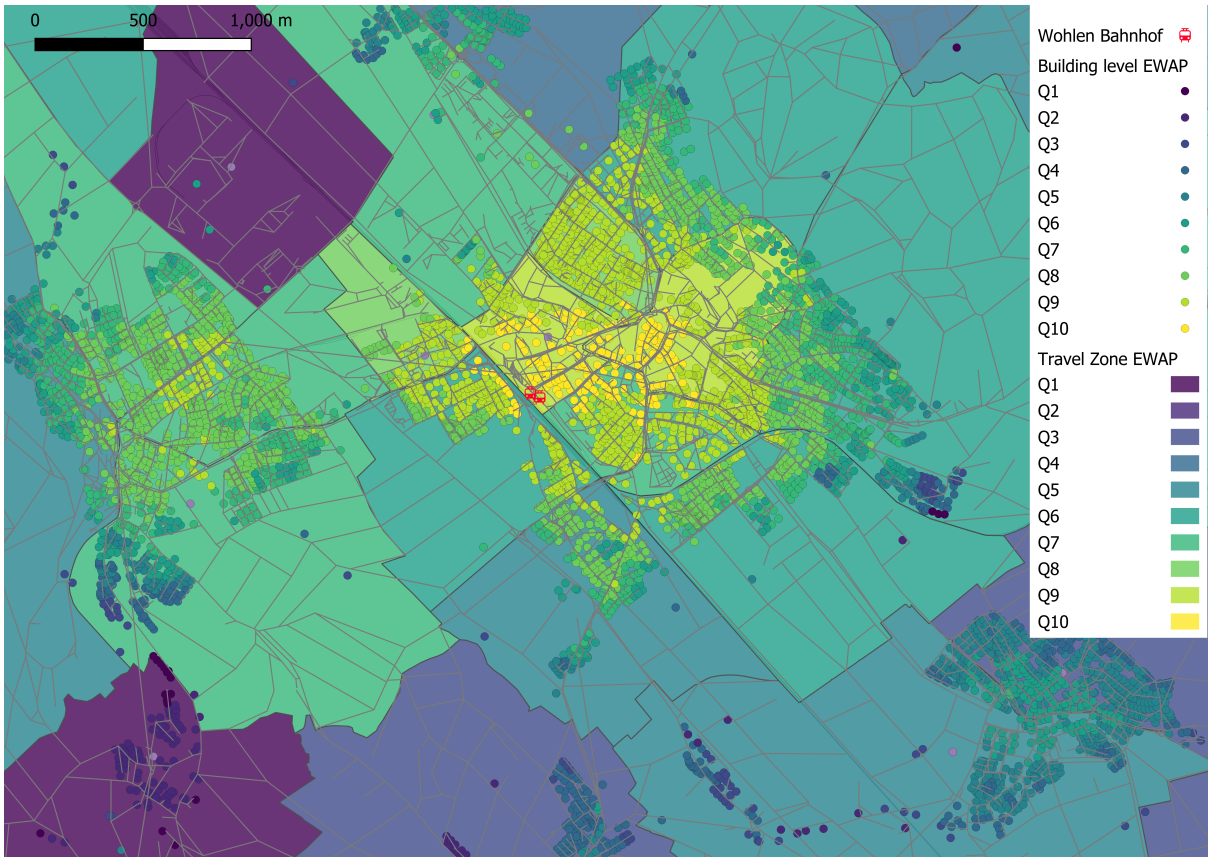
A.2 The Center Areas of Zurich Cantonal Importance



Nr.	Gebiet	Zentrumsfunktion	Entwicklungsziele
1	Zürich-City	City-Gebiet	Weiterentwicklung City-Gebiet mit Ausschöpfung der baulichen Potenziale entsprechend der hohen Erschliessungsqualität Erhalt und Aufwertung der Freiflächen sowie Ausbau der Verbindungen für den Fuss- und Veloverkehr Weiterentwicklung der Bildungs- und Kulturinstitutionen sowie weiterer öffentlicher Nutzungen in Abstimmung mit GBP Nr. 3, 4, 6
2	Zürich-Hard/Altstetten	Entwicklungsgebiet	Weiterentwicklung und Verdichtung mit Ausrichtung auf die S-Bahn-Stationen sowie in Abstimmung mit dem Westast Zürich (vgl. Pt. 4.2.2 Nr. 5) und der Limmattalbahn (vgl. Pt. 4.3.2 Nr. 16) Standortsicherung für öffentliche Bauten in Abstimmung mit GBP Nr. 2
3	Zürich-Nord/Oerlikon	Entwicklungsgebiet	Weiterentwicklung der Gebiete Oerlikon, Leutschenbach und Glattpark zu durchmischten städtischen Quartieren mit hoher baulicher Dichte Aufwertung des Umsteigezentrums Oerlikon sowie der Gleisquerung im Bereich des Bahnhofs Oerlikon für den Fuss- und Veloverkehr
4	Kloten/Opfikon	Entwicklungsgebiet	Weiterentwicklung der Pole «Stadtzentrum Kloten», «Flughafenkopf» und «Balsberg» in Abstimmung mit der nationalen Infrastruktur des Flughafens Zürich (vgl. Pt. 4.7.1) und unter Vernetzung der drei Pole über die bestehenden Verkehrsachsen Aufwertung und aktive Gestaltung des Freiraums Butzenbühl Anbindung an die übergeordneten Verkehrsnetze über den Flughafenkopf sowie in Koordination mit der geplanten Glattalautobahn (vgl. Pt. 4.2.2 Nr. 22) und der Erweiterung der Glattalbahn (vgl. Pt. 4.3.2 Nr. 11)
5	Wallisellen/Zürich/ Dübendorf-Stettbach	Entwicklungsgebiet	Weiterentwicklung in Abstimmung mit der künftigen Nutzung des Flugplatzareals Dübendorf (vgl. Pt. 4.7.2) und mit der Erweiterung der Glattalbahn (vgl. Pt. 4.3.2 Nr. 11)
6	Winterthur-Zentrum	City-Gebiet	Weiterentwicklung City-Gebiet sowie Umstrukturierung ehemaliges Sulzerareal zu einem durchmischten städtischen Quartier mit hoher baulicher Dichte, abgestimmt auf die Verkehrsträger Aufwertung der Gleisquerung im Bereich Hauptbahnhof für den Fuss- und Veloverkehr Weiterentwicklung der Bildungsinstitutionen in Abstimmung mit GBP Nr. 12
7	Oberwinterthur/Grüze	Entwicklungsgebiet	Entwicklung und Verdichtung der bestehenden Strukturen vorwiegend für Industrie und Gewerbe Umstrukturierung des Nahbereichs der drei Bahnhöfe Hegi, Oberwinterthur und Grüze zu durchmischten städtischen Quartieren
8	Bülach	Regionalzentrum	Erhalt und Entwicklung gemischter Nutzungen in den Bereichen Altstadt und Bülach Nord, Industrie im Bereich nördlich der Autobahn Umstrukturierung der Areale Vetropack und Bülachguss zu einem städtischen Quartier mit gemischten Nutzungen, in Koordination mit bestehendem Güterumschlag (vgl. Pt. 4.6.2 Nr. 17) Aufwertung der Gleisquerung zwischen Altstadt und Bülach Nord für den Fuss- und Veloverkehr
9	Dietikon	Regionalzentrum	Ausrichtung der Siedlungsentwicklung auf die Erschliessung durch die S-Bahn sowie die geplante Limmattalbahn (vgl. Pt. 4.3.2 Nr. 16) Abstimmung der Entwicklungsplanungen auf die Verkehrsinfrastruktur, die entsprechend der Nachfrage und im Einklang mit dem regionalen Gesamtverkehrskonzept auszubauen ist
10	Uster	Regionalzentrum	Weiterentwicklung als Wohnstadt und als Versorgungs-, Kultur- und Bildungszentrum mit guter Erreichbarkeit Aufwertung des öffentlichen Raums (Stadtpark) sowie des Aabachs (Erholung, Ökologie, Hochwasserschutz)
11	Wetzikon	Regionalzentrum	Weiterentwicklung als Regionalzentrum für Wohnen und Arbeiten sowie als Sport- und Veranstaltungszentrum Entwicklung des Stadtzentrums Oberwetzikon mit Anbindung an die S-Bahn unter Einbezug von Unterwetzikon
12	Schlieren	Entwicklungsgebiet	Weiterentwicklung und Neugestaltung des Zentrumsbereichs für Wohnen und Dienstleistungen Aufwertung des öffentlichen Raums in Koordination mit der geplanten Limmattalbahn (vgl. Pt. 4.3.2 Nr. 16)

Source: Kanton Zürich, Volkswirtschaftsdirektion, Amt für Verkehr

Figure 7: Wohlen, a town in Aargau with job and population combined access results at building level (dots) and for travel zones



B Zonal versus building-level results in a typical small town