Mobility and transport in Malmö

All roads lead to healthier and climate neutral cities, 22nd September 2021

By Leif Gjesing Hansen, Malmö Municipality
Expanding cities and growing demand for mobility

- Mobility is a necessity for development and activity
- A challenge to manage growth in mobility in a sustainable direction
A vision of change in modal split

- Expected growth in public transport and cycling towards 2030
- Vision of change in modal split already realised in 2018
De-coupling of population growth and car traffic (?)

- Indications of reduced growth in car traffic in Malmö City (pre-pandemic...)
- Growth in public transport an cycling
Transit Oriented Development
- making public transport more attractive
How significant is the “proximity-a-station” effect?

Non-urban setting

Urban setting

600 meter

700-800 meter

Source: Hartoft-Nielsen & Reiter, 2017

Physical distance matters

• Physical proximity to stations/stops increase the share of public transport in commuting to/from workplaces
• A dense and diverse urban landscape affects the use of public transport positively
Perceived distance matters too...

- Interesting, safe and dedicated walking and cycling paths to public transport nodes increase the accepted walking and cycling distances by up to 70%.
- A trip in public transport is not only limited to the experience on a bus or train, but also typically includes walking or cycling – need for a system approach for the whole trip.
Thank you!