



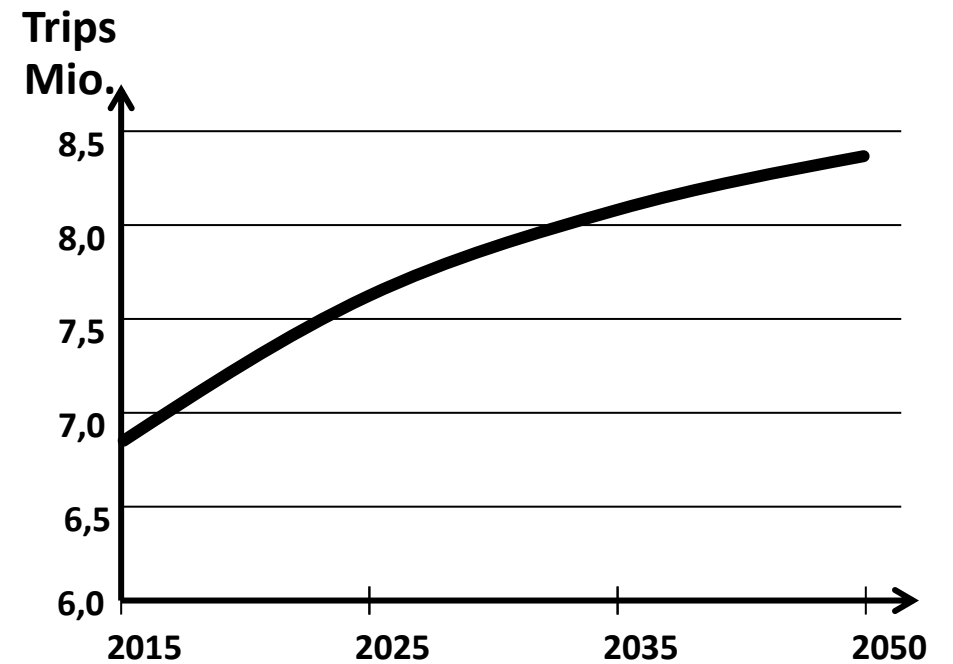
— Mobility and transport in Malmö

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

By Leif Gjesing Hansen, Malmö Municipality

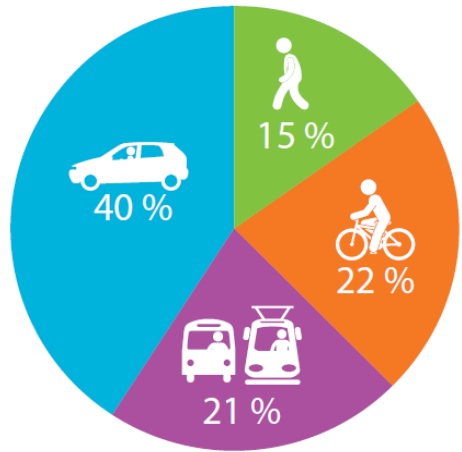


Copenhagen

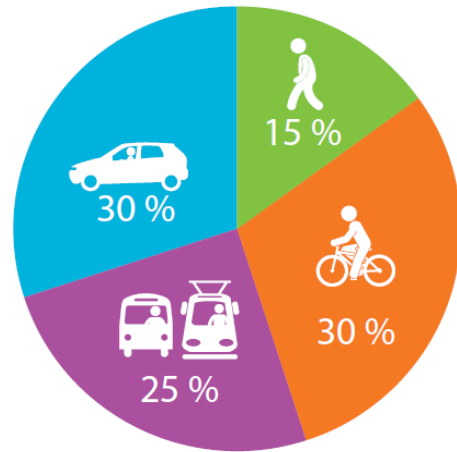


Expanding cities and growing demand for mobility

- Mobility is a necessity for development and activity
- A challenge to manage growth in mobility in a sustainable direction

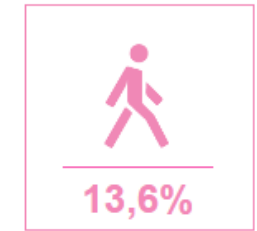
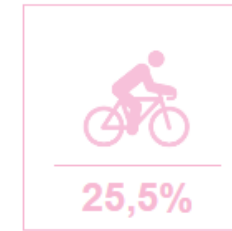
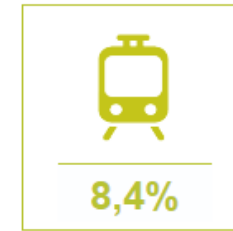
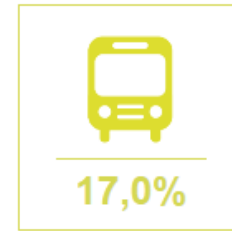
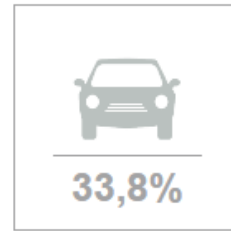


2013



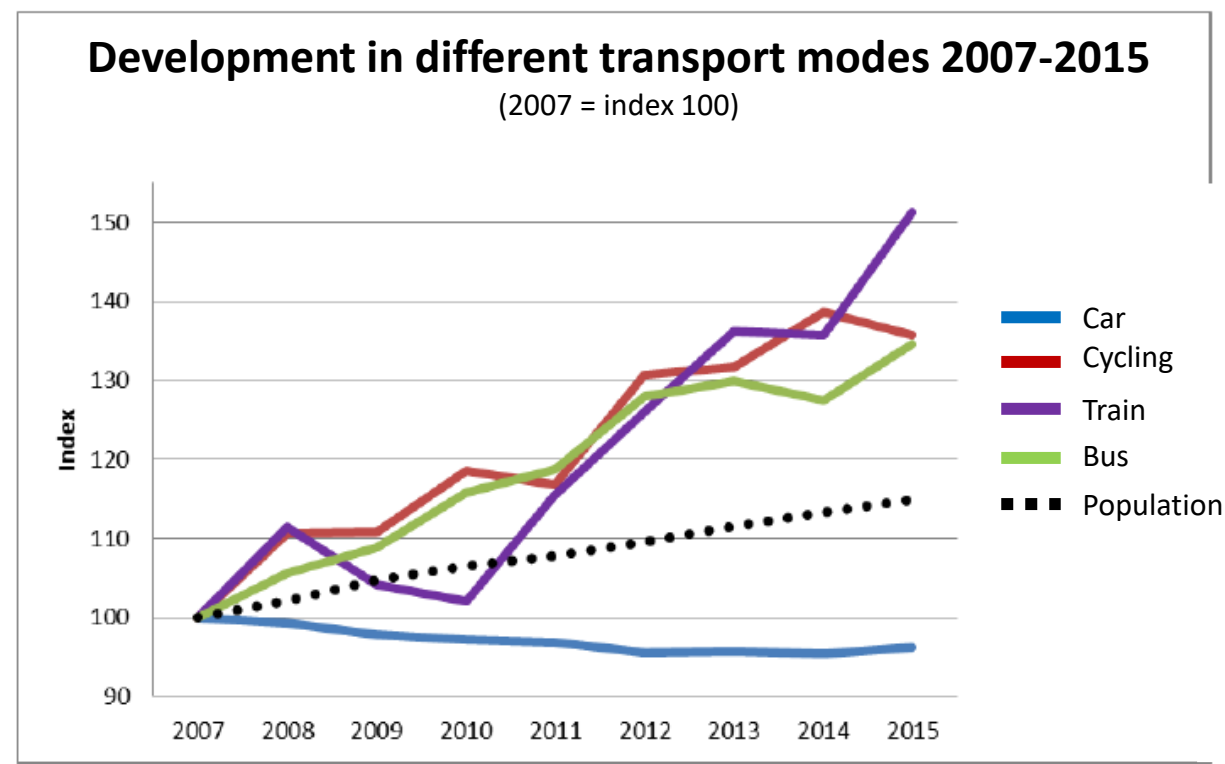
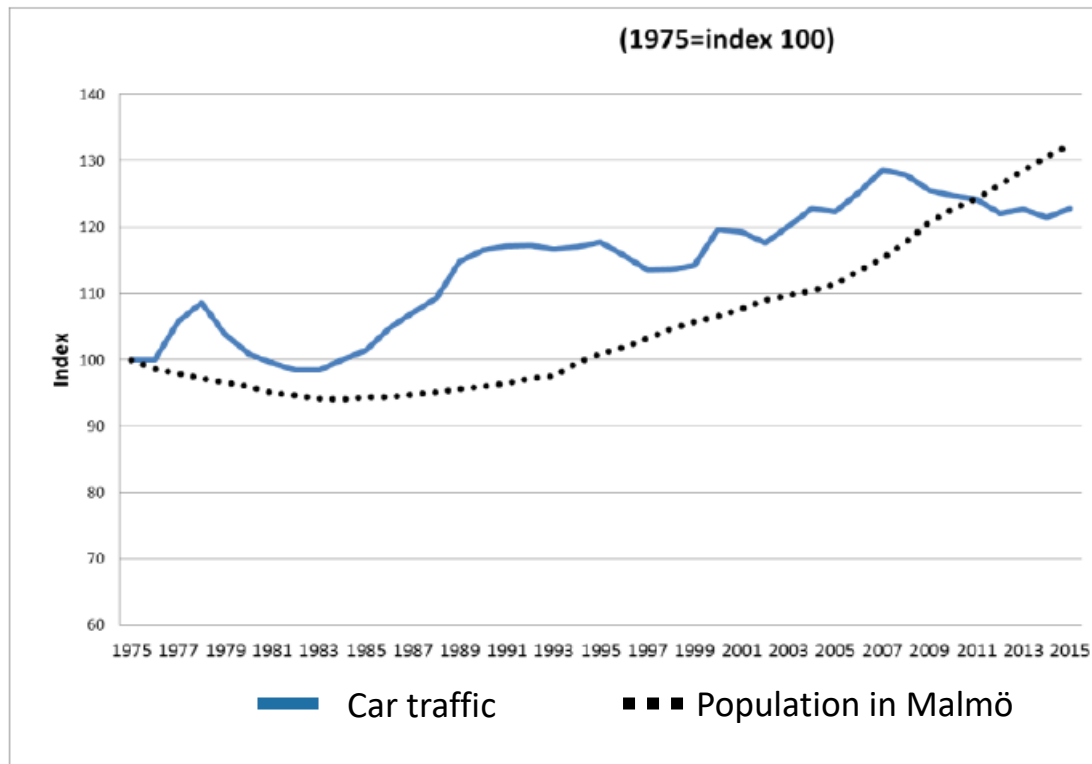
2030

Modal split of trips in 2018



A vision of change in modal split

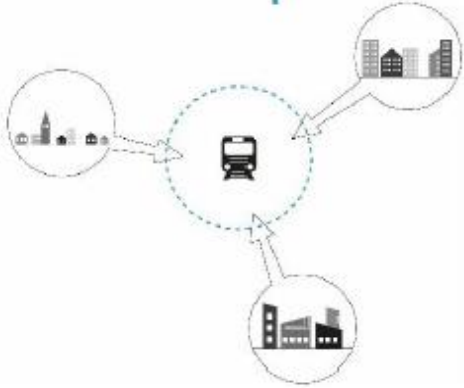
- Expected growth in public transport and cycling towards 2030
- Vision of change in modal split already realised in 2018



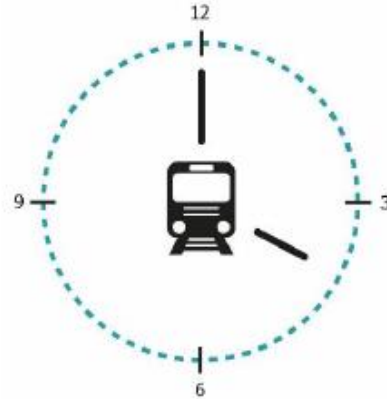
De-coupling of population growth and car traffic (?)

- Indications of reduced growth in car traffic in Malmö City (pre-pandemic...)
- Growth in public transport and cycling

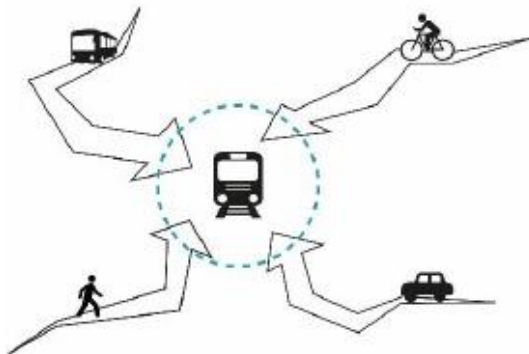
Urban space and context



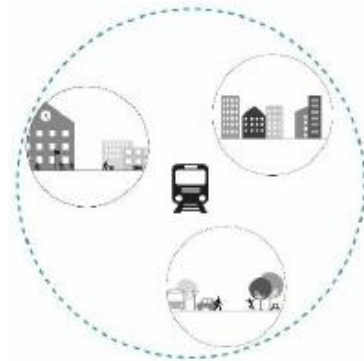
Service level



Interchange

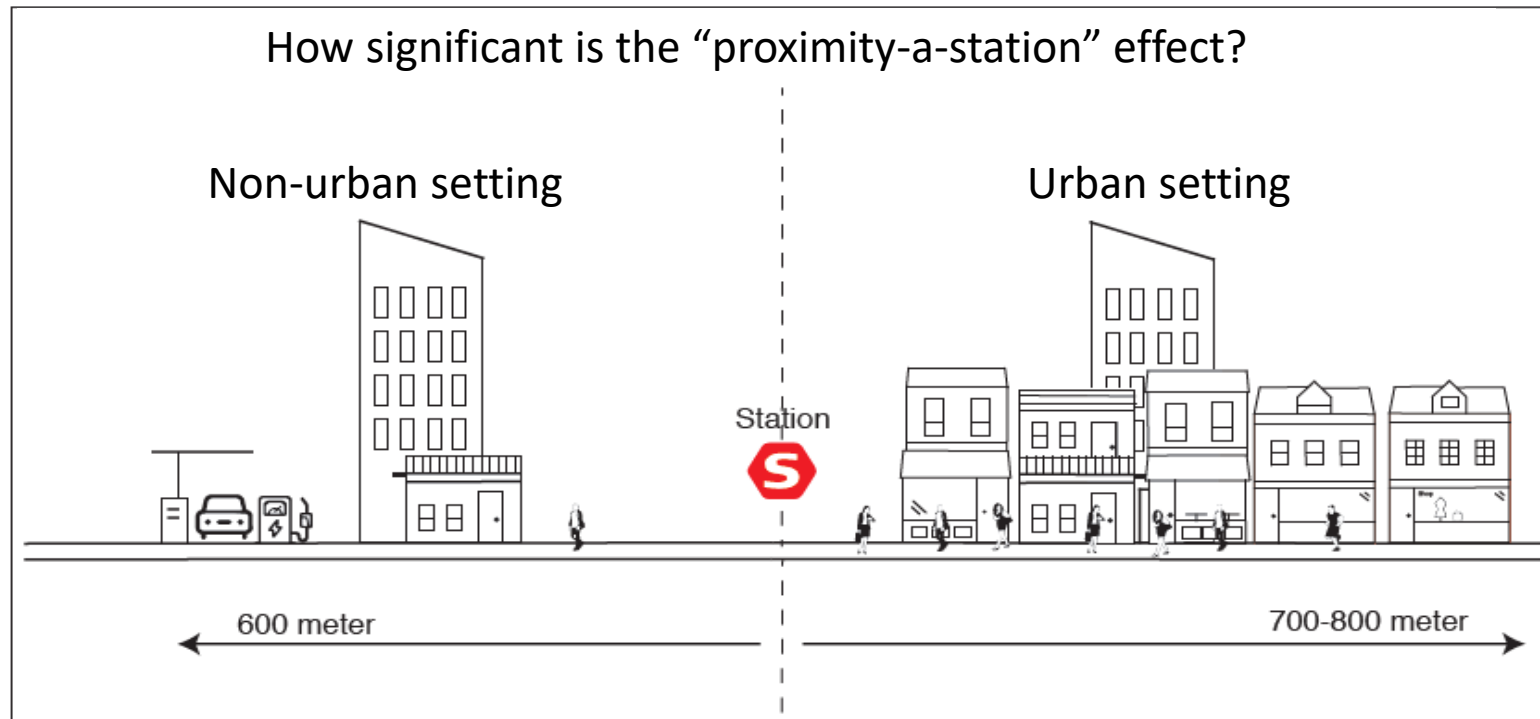


Catchment area



Transit Oriented Development

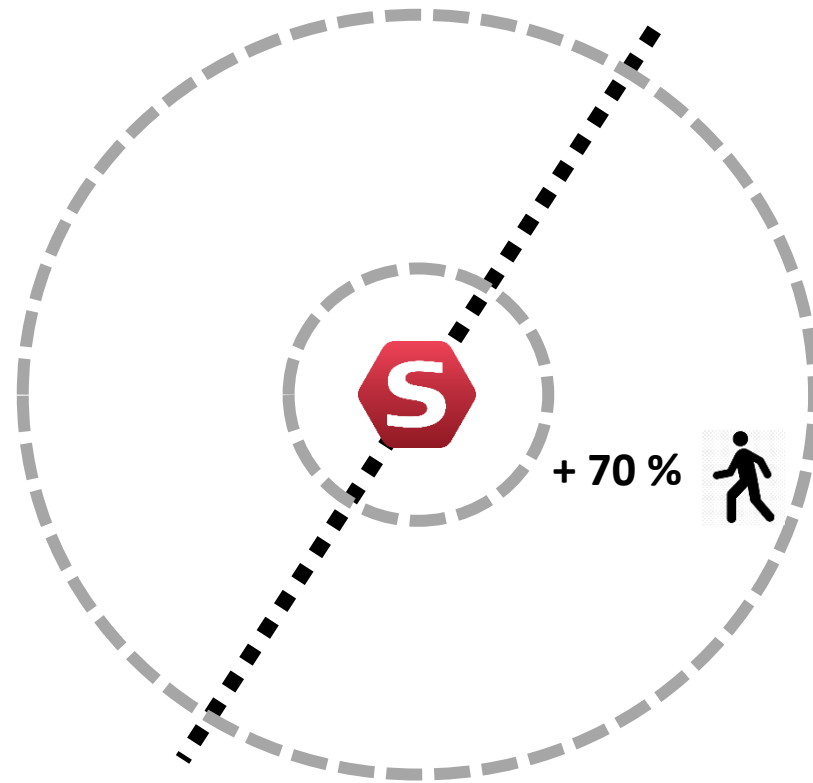
- making public transport more attractive



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!

