

Transportation Analysis: Skåne Region

SECTION A: Public Transport Goals

The regional authorities in Skåne have set ambitious objectives for sustainable mobility systems. Looking toward 2030, the target is for public transportation—encompassing both bus and rail services—to represent 40% of all motorized journeys. Data from the 2023 travel survey indicates that public transport currently accounts for 28% of such trips, which interestingly represents no change from the 2018 figure of 28%.

SECTION B: Cycling Patterns by Gender

Gender-based analysis of cycling habits reveals noteworthy distinctions. Female residents utilize bicycles for 16.9% of their travels, whereas male residents do so for 16.1% of their trips. This pattern of modest divergence between genders has been observed consistently across successive survey periods.

SECTION C: Mode Choice by Distance

For journeys covering moderate distances between 10 and 24.99 kilometers, personal automobiles remain the predominant choice, comprising 64% of all trips. Public transportation captures the majority of remaining travel, with buses accounting for 18% and trains for 12%. Active transportation modes like walking and cycling play minimal roles at these distances.

SECTION D: 2030 Targets vs Current Status

Regional planning documents establish a 2030 objective of 19% bicycle mode share across all trips. Presently, bicycle usage stands at approximately 17%, demonstrating encouraging progression toward this target. For pedestrian travel, the goal is 11%, though current walking rates remain at only 7%, indicating considerable room for enhancement.

SECTION E: Urban vs Rural Patterns

Cycling behaviors exhibit substantial variation across different

settlement classifications. For brief journeys spanning 1 to 2.99 kilometers, cycling represents 48% of trips in major urban centers but only 19% in rural localities. This discrepancy underscores the more developed cycling infrastructure typically found in urban environments.