

Measuring the Potential for Sustainable Mobility

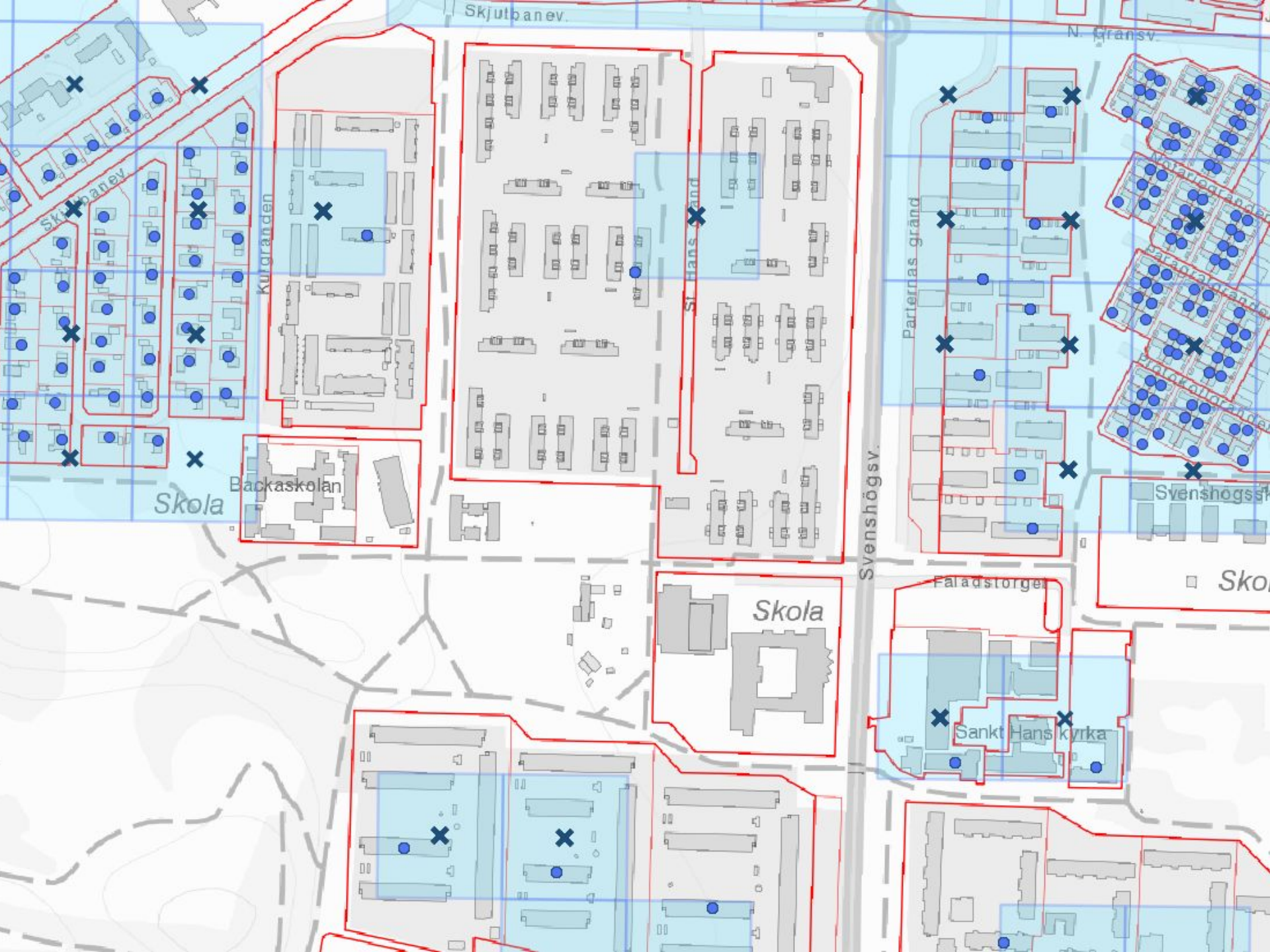
Skåne, Sweden

Regional Development – making a difference for every Scanian's future

- i. Input data - Opportunities and limitations**
- ii. Accessibility model and data processing
- iii. What does our model tell us?
- iv. Challenges and future improvements

Pairs of coordinates for all registered residents in Skåne

- Home address
- Work address / school address



Skjutbanev.

N. Gränsv.

Skjutbanev.

Kulgränden

St. Hans gränd

Parternas gränd

Skola

Backaskolan

Skola

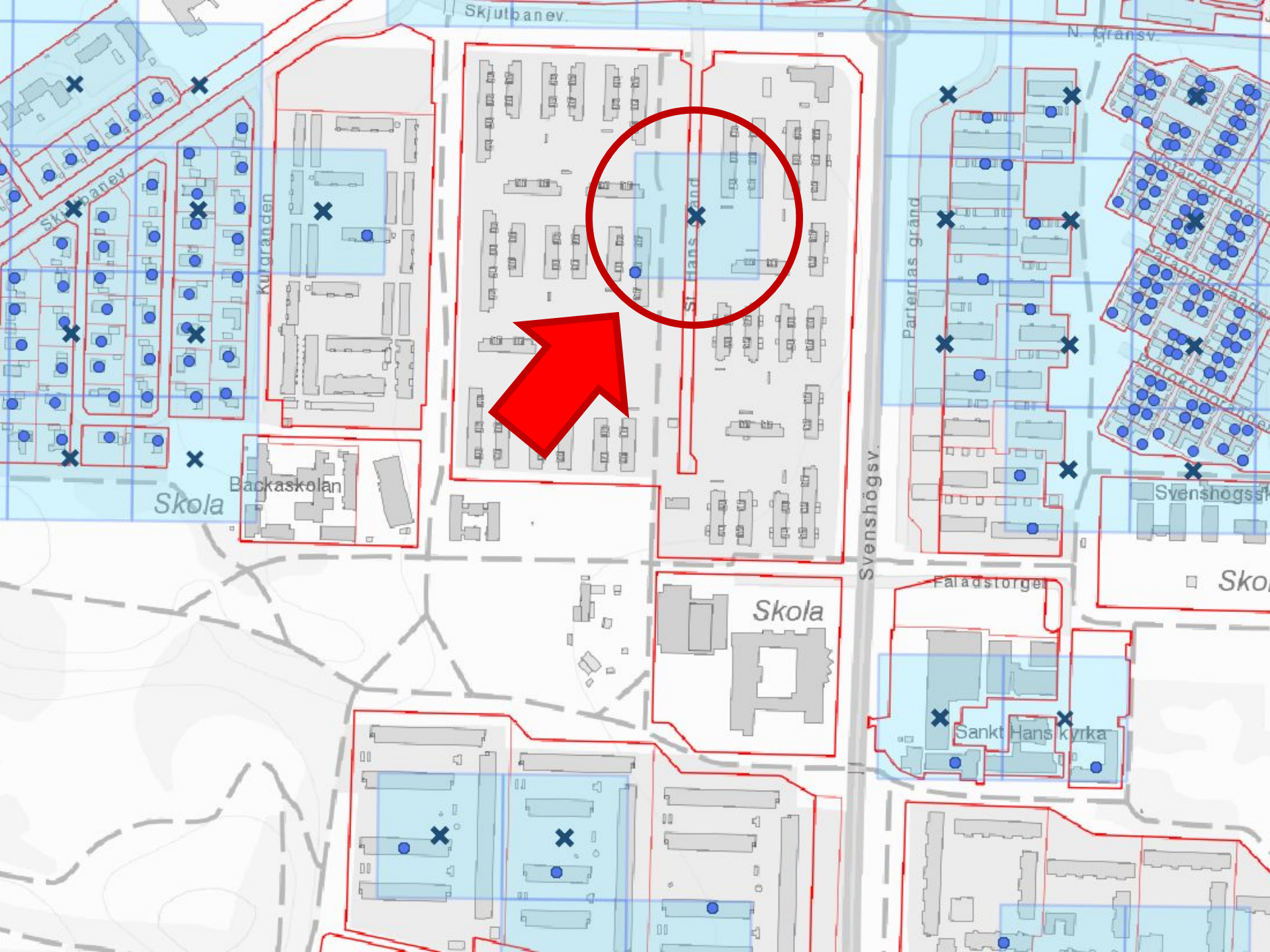
Svenshögsv.

Faladstorg

Sankt Hans kyrka

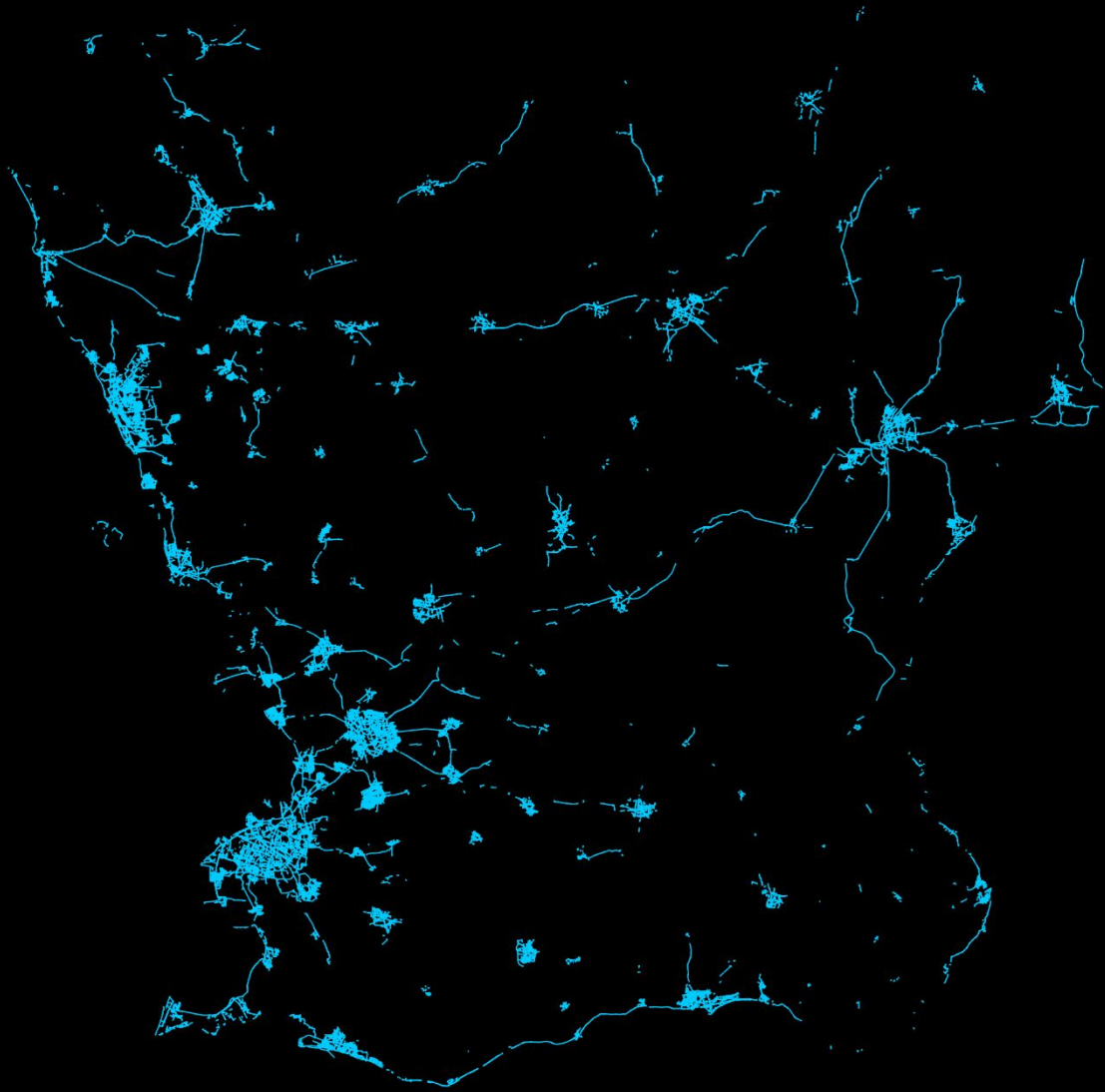
Svenshögsst

Skola

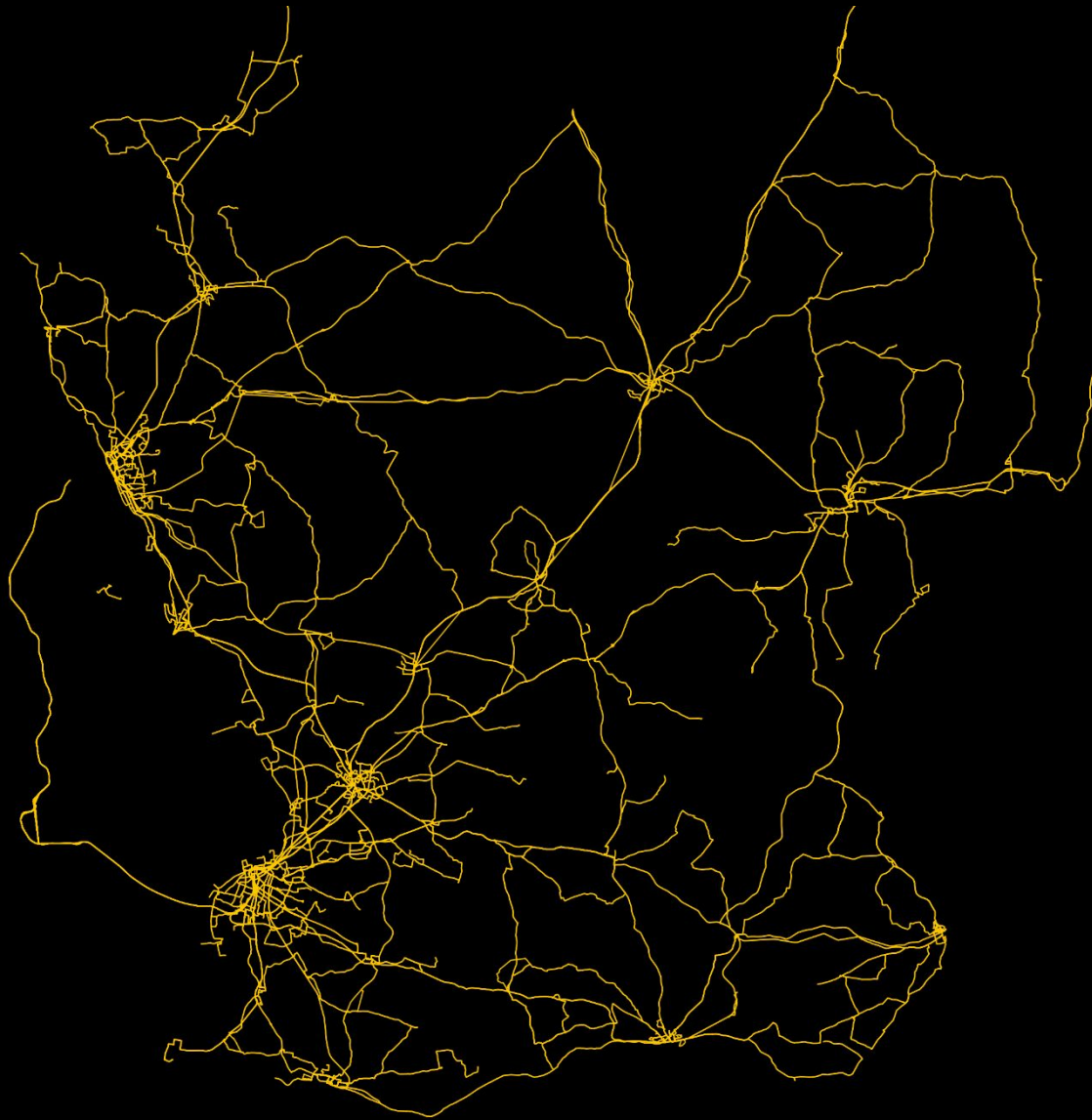


Networks

How can people move from A to B?

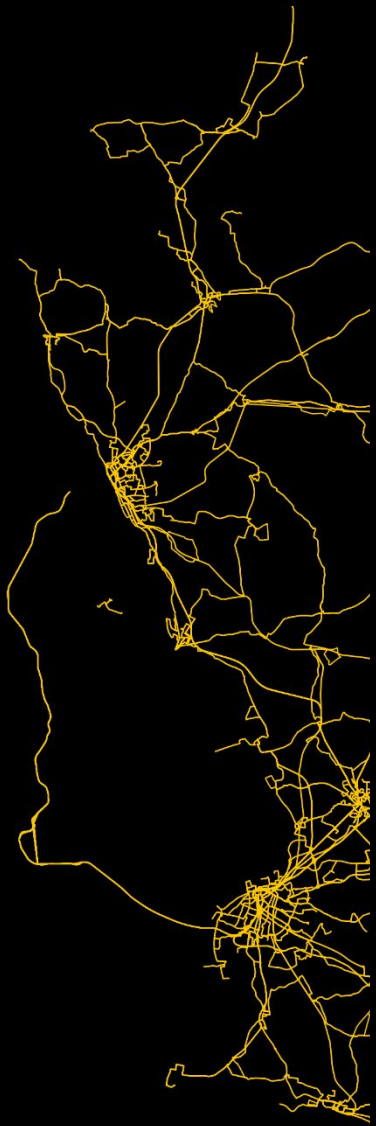


**Bicycle
paths**



Bicycle
paths

**Trains and
buses**

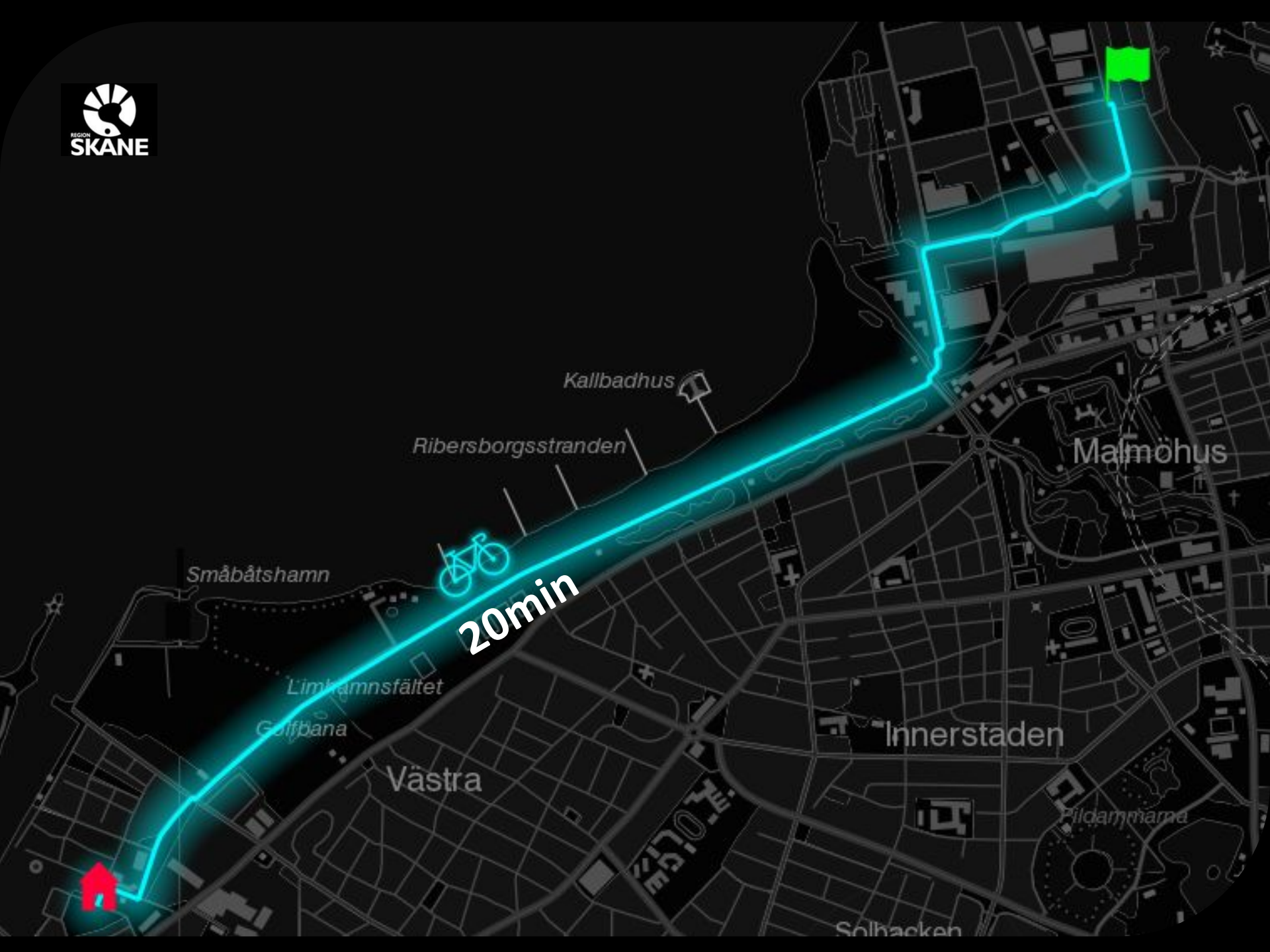


Bicycle
paths

Trains and
buses

Roads

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Kallbadhus

Ribersborgsstranden

Malmöhus

Småbåtshamn

20min

Limhamnsvärdet

Golfbana

Innerstaden

Västra

Pildammarna

Sölbacken

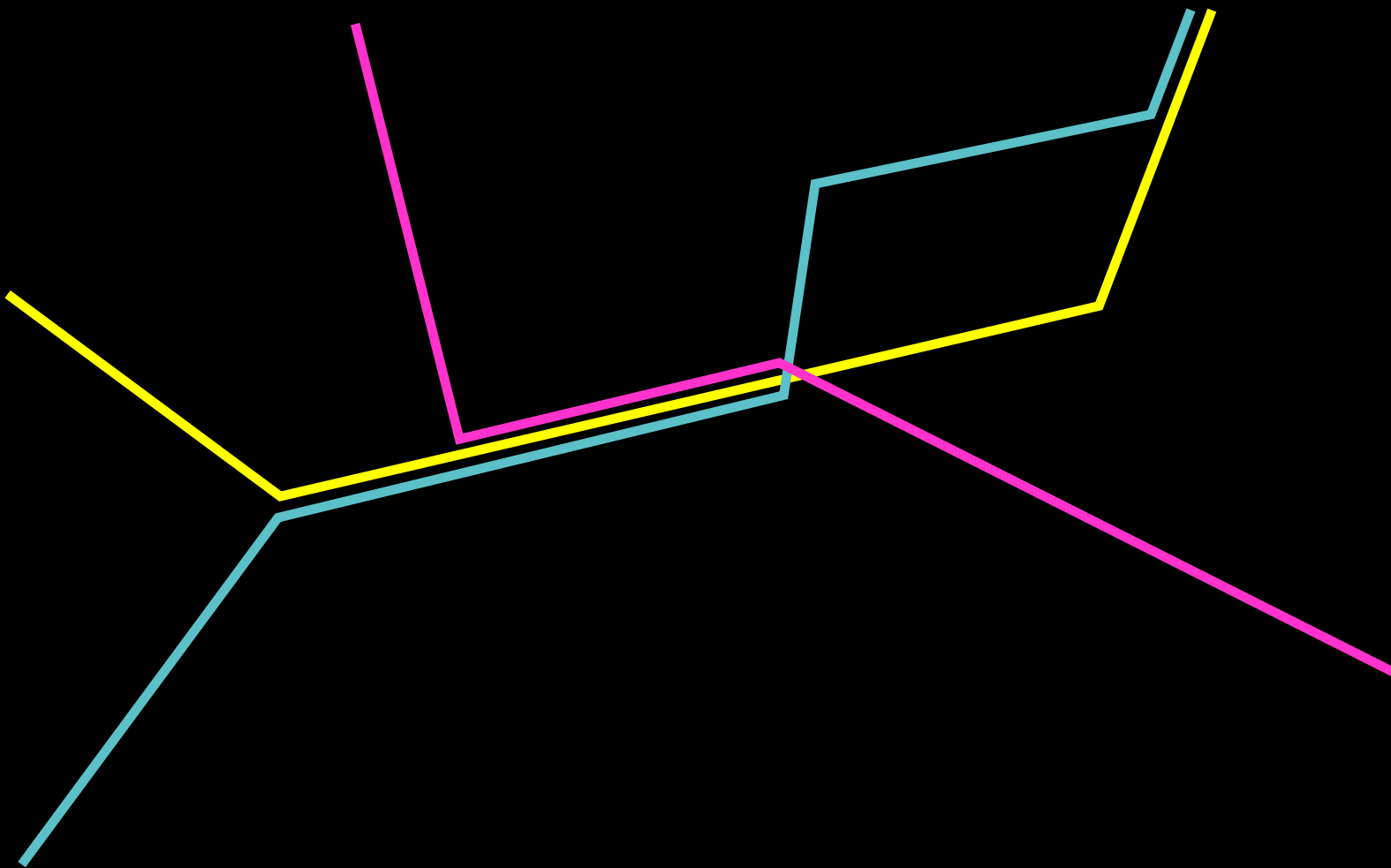
Four main mode shares:

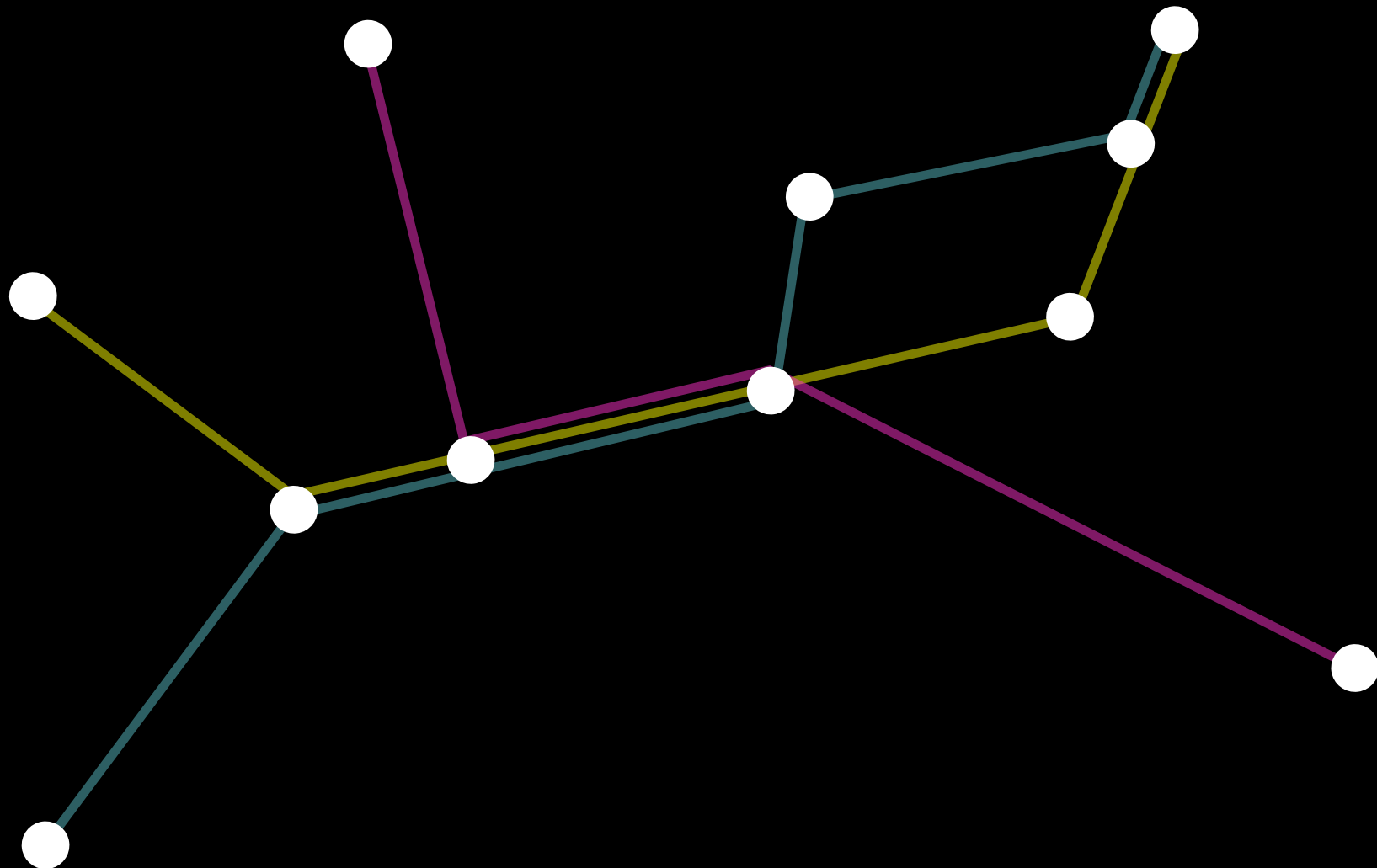
- 1. Walk**
- 2. Bicycle**
- 3. Car**
- 4. Public Transport**

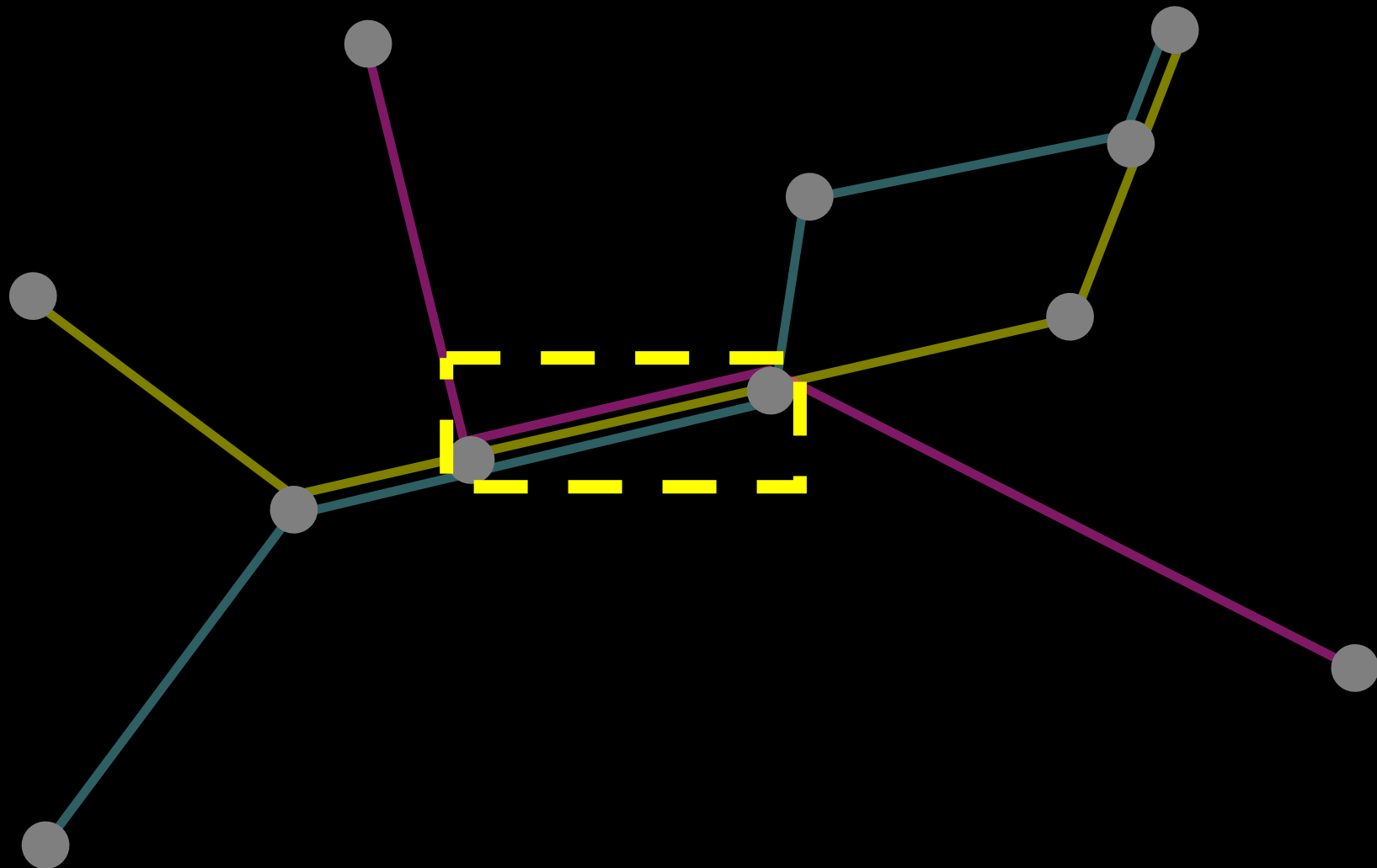
Now we've calculated
routes for each individual's journey
from home to work / school.

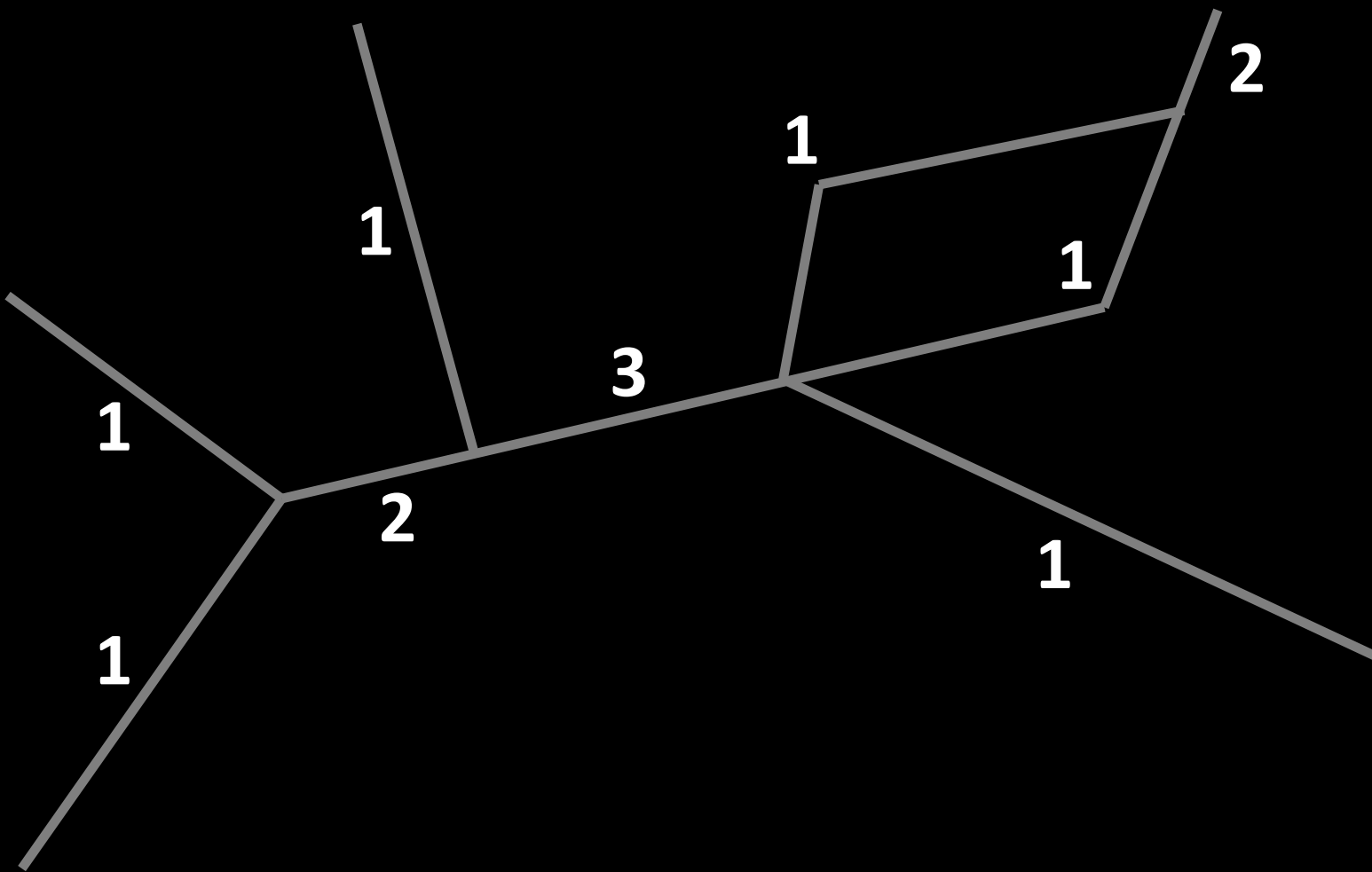
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**If we want to answer the questions in our
project aims, *we need to aggregate our data.***

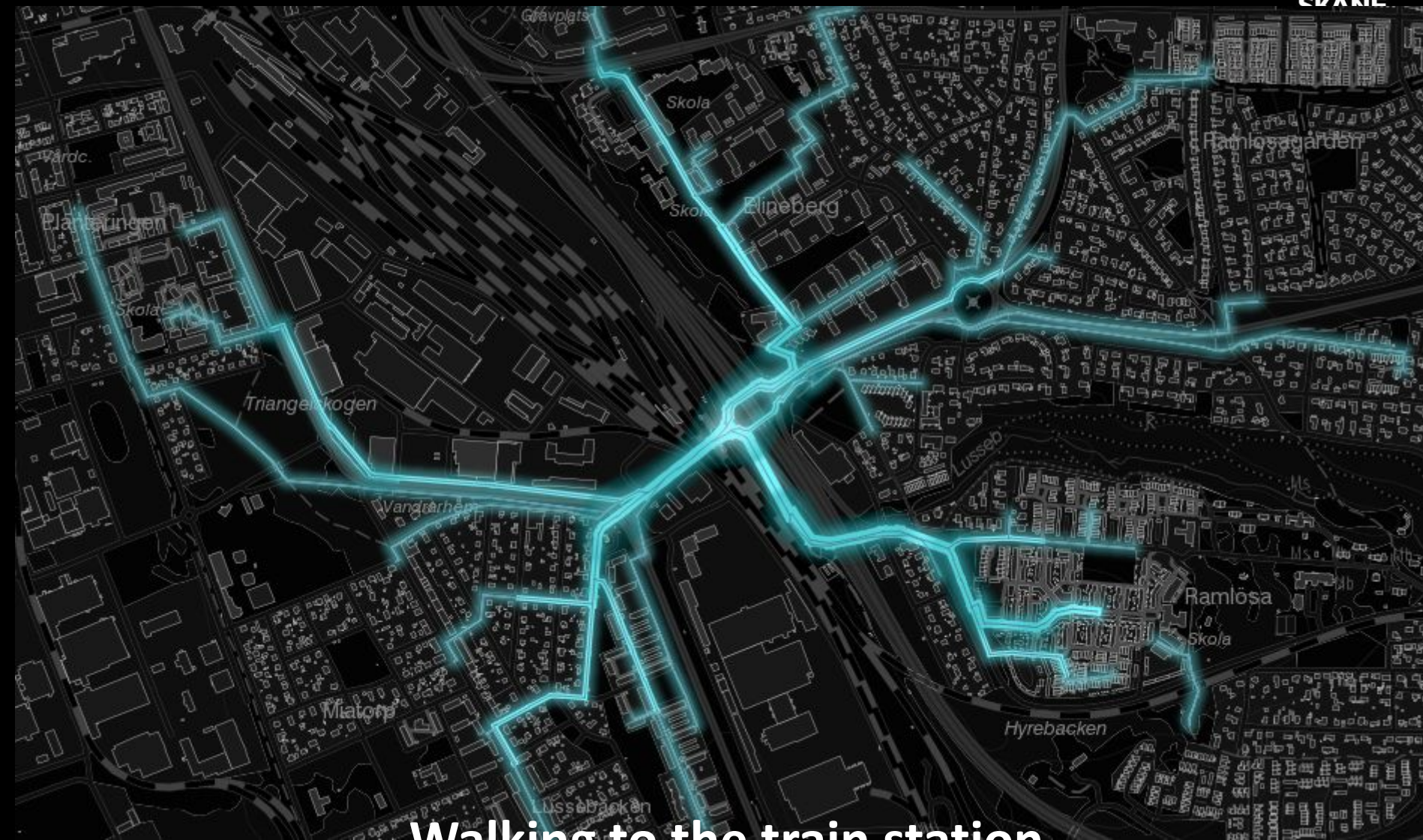








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Walking to the train station



70 %

of all Scanians can travel to work
without a car...

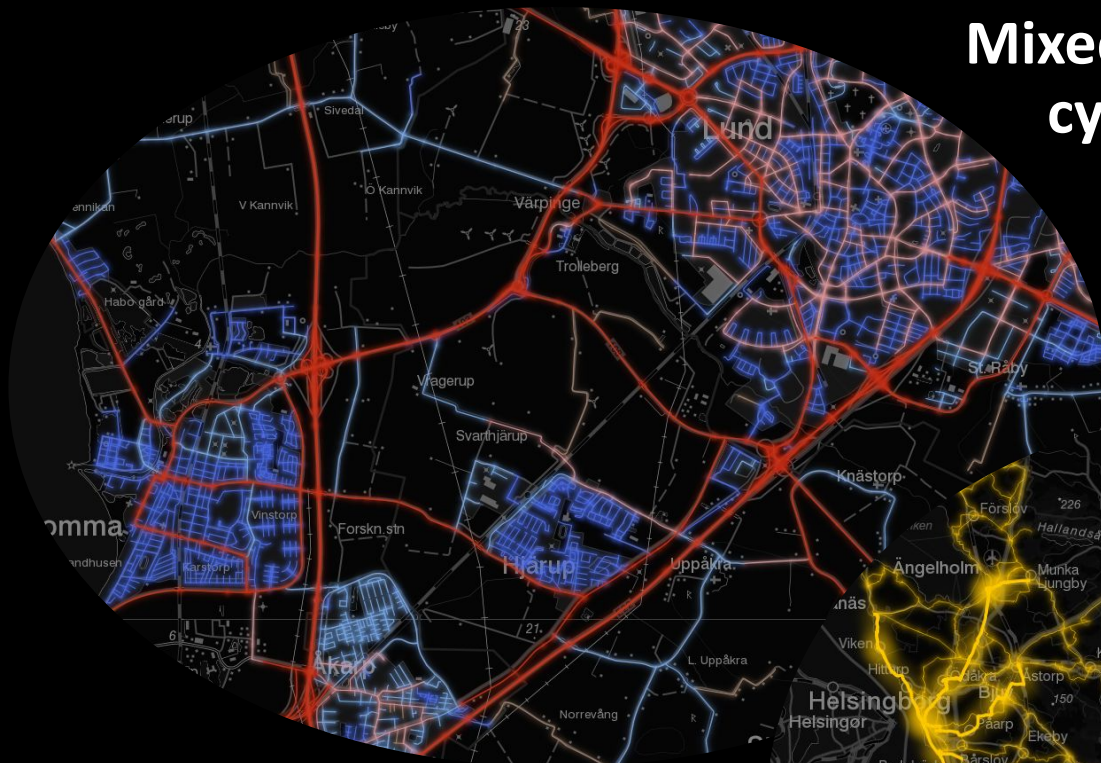
...yet only 42 % do so today

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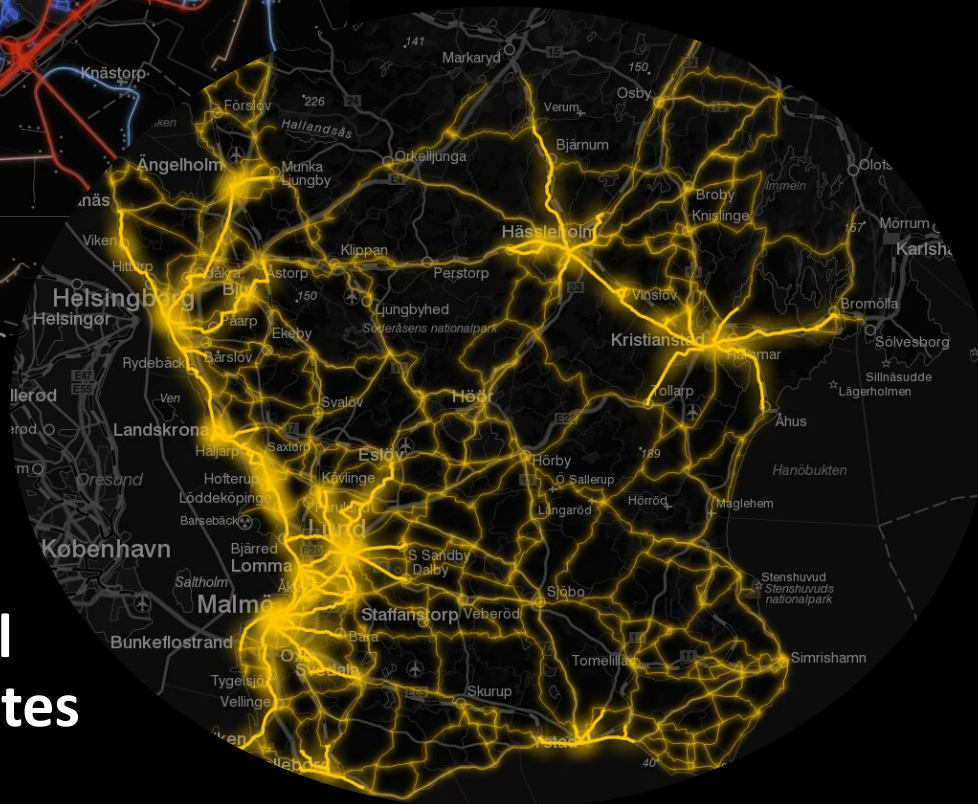
- Coordinates that don't match reality
- Poor data quality for bicycling and walking infrastructure
- Modelling public transport
- Modelling cycling route preferences

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- Poor data quality for bicycling and walking infrastructure
- Modelling public transport
- **Modelling cycling route preferences**

Mixed-traffic cycling



Regional cycling routes



Questions?

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