

# Regional Development and Public Transport



*Kerstin Gustafsson, Skånetrafiken*



Skånetrafiken

# The Skånetrafiken Brand is a promise of a pleasant journey

- Established in 1999
- 128.4 million journeys (2008)
- Strong increase in travel (+5.4 % in 2008)
- A part of Region Skåne
- Politically governed – on a commercial market

# Our Task

- We shall make it easy for people to travel quickly, safely and inexpensively to places of work, education and entertainment in Skåne, to neighbouring counties and across the Sound to Denmark.
- We shall contribute to the dynamic development of the Öresund region.

# The Ruling Concept

- Basic:
  - public transport is a *means* to meet objectives in the society
  - public transport has two sides; one public/political and one commercial
- Regional Parliament:
  - gives **objectives** for Skånetrafiken, based on the regional development programme
  - provides **guidelines**
- Skånetrafiken plans and performs the traffic production. All transports are executed by contractors. All bus and train transports are based on tenders in open competition (public procurement)

# Objectives given by the Regional Parliament

- Increase number of trips by 3 - 6 % per year until 2015
- Better environment, increased traffic safety, efficient use of resources
- Good availability of public transport options
- Accessibility for handicapped customers
- Gender equality
- Children-friendly (in accordance with UN's Child Convention)
- Efficient

# The Skånetrafiken Brand

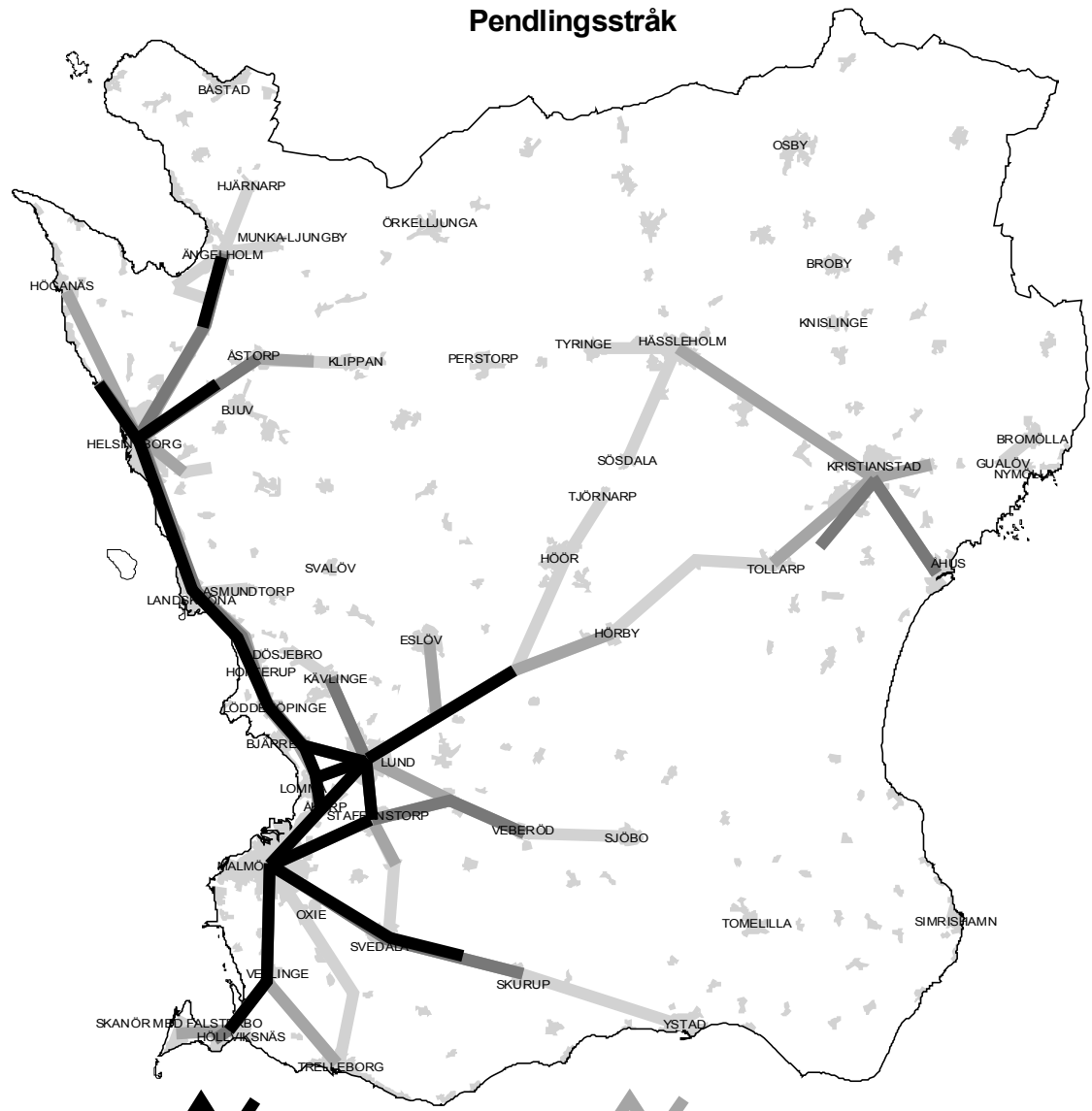
- Almost 8 out of 10 customers are satisfied
- Strong products - e.g. Pågatågen, SkåneExpressen, Pendeln, Øresundståg
- Entrepreneurs operate the services
- 66 trains, 550 regional buses, 325 city buses
- Income: 65% passenger tickets, 35% Region Skåne subsidies
- Turnover SEK 3 bn (2008) approx € 300 m

Everything we do  
is for the customer

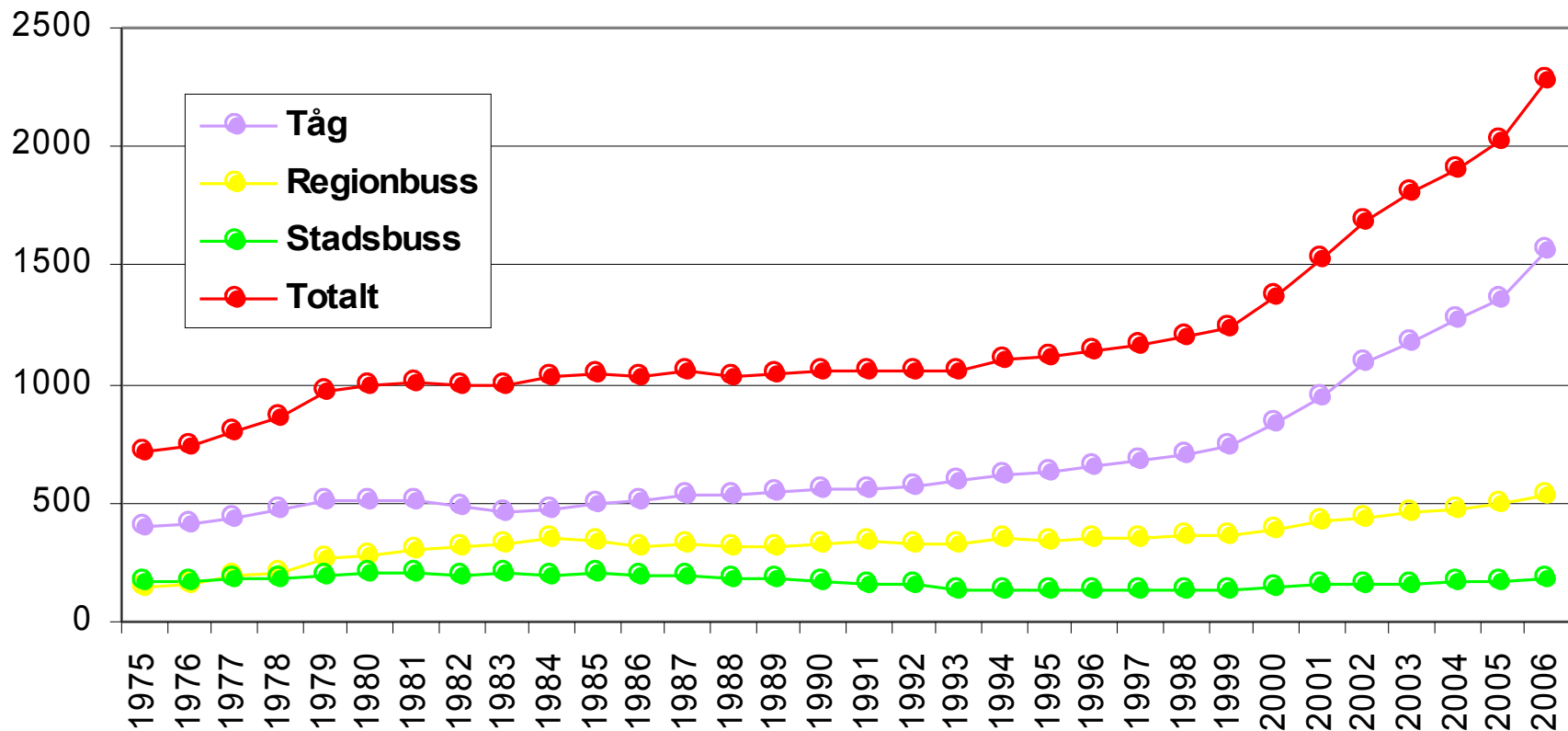


# Growing in high density areas and lines

- **Then:**  
Urbanisation,  
near = close
- **Now:** Expanded  
labour market  
near = regularity,  
travel time  
(close in time)
- **Capacity is an  
important factor**



## Transportarbete i Skåne 1975-2006 (miljoner personkilometer)



# ”The Train-Paradox”

Train traffic:

- rigid
- sensitive
- expensive (maintenance, traffic, infrastructure)

...but everyone loves it and wants it...!

Why?

# Because...

- Fast
- Accessible
- Comfortable
- Reliable
- Sustainable
- Access to city center



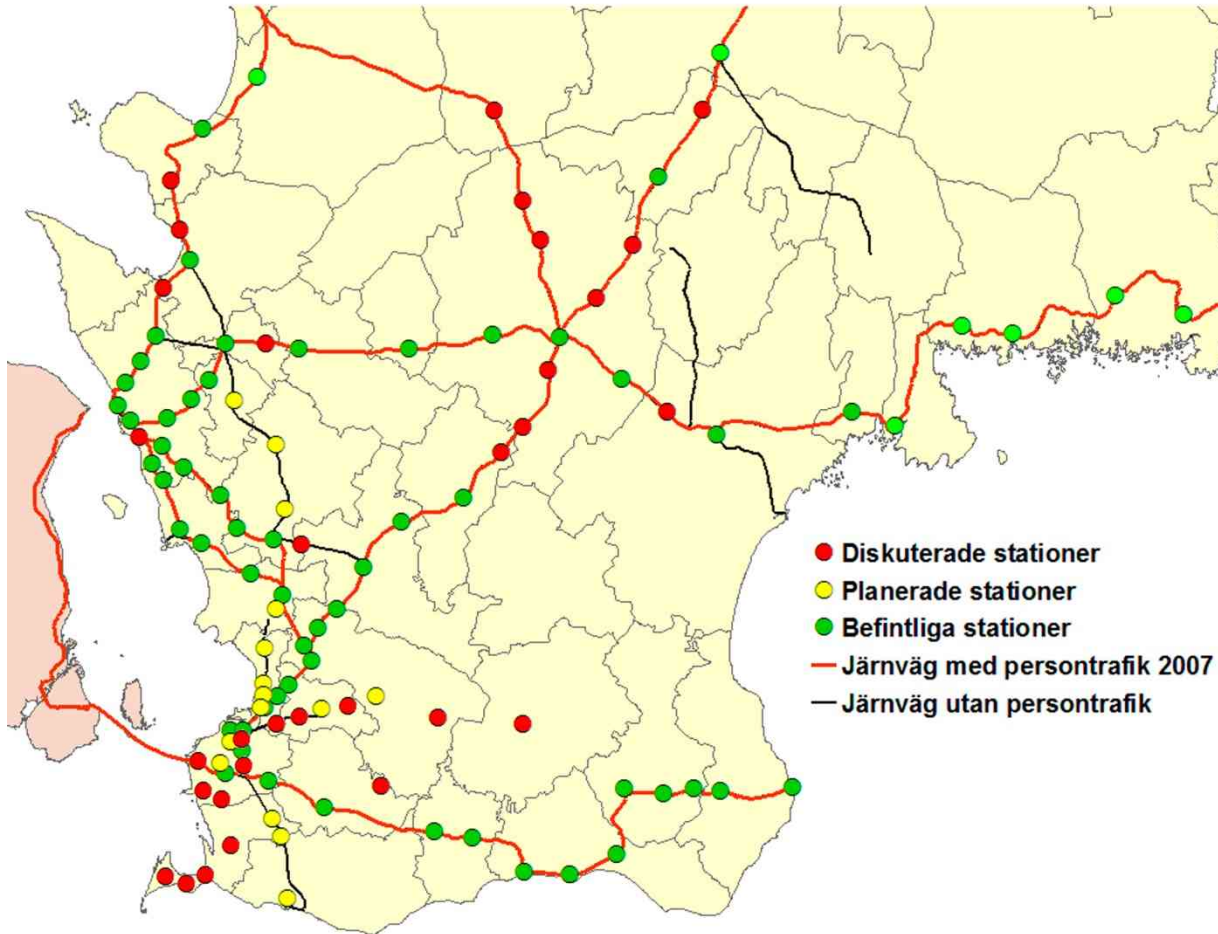
**...several "benefits" ...**  
**...also for buses!!!**

# **Rail/Train Strategy 2037**

## **- why?**

- **Requests and needs**
- **Regional and local physical planning**
- **Meet customer demands**
- **New national infrastructure investment plan 2010-2021**

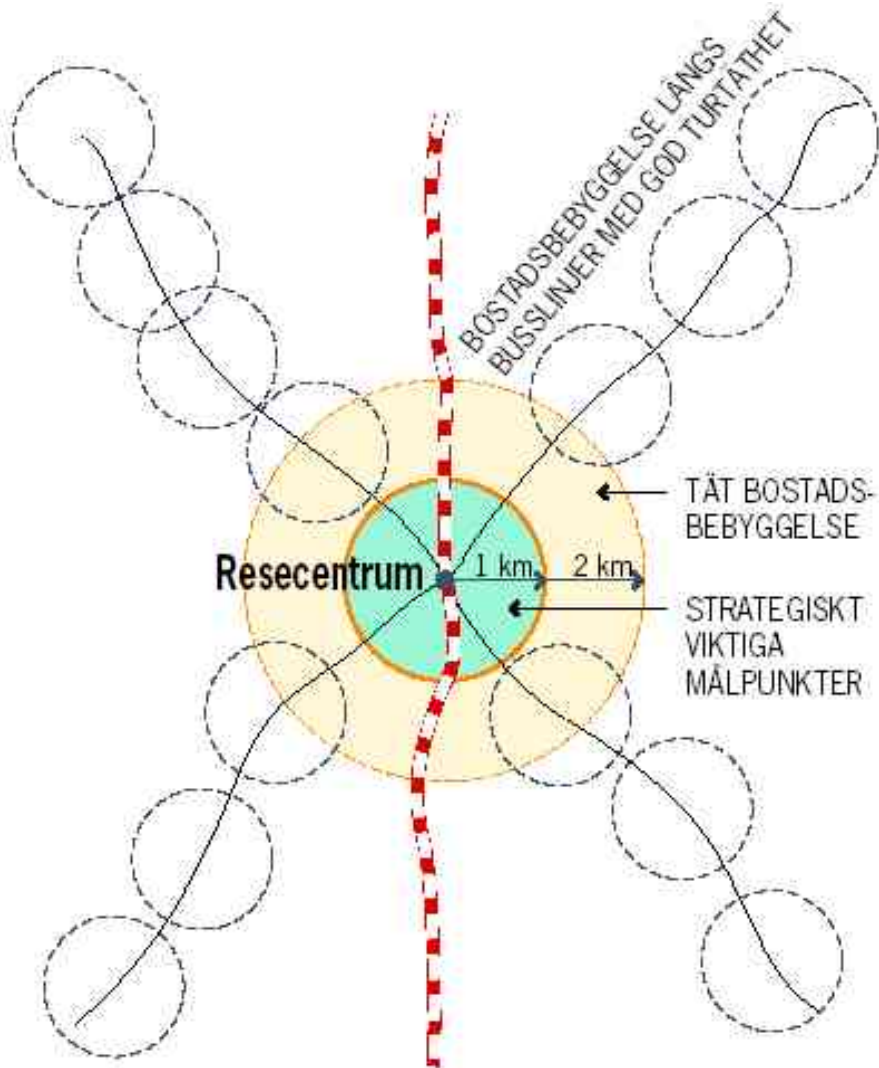
# *All villages want a commuter train station....*



# Public transport for an attractive region

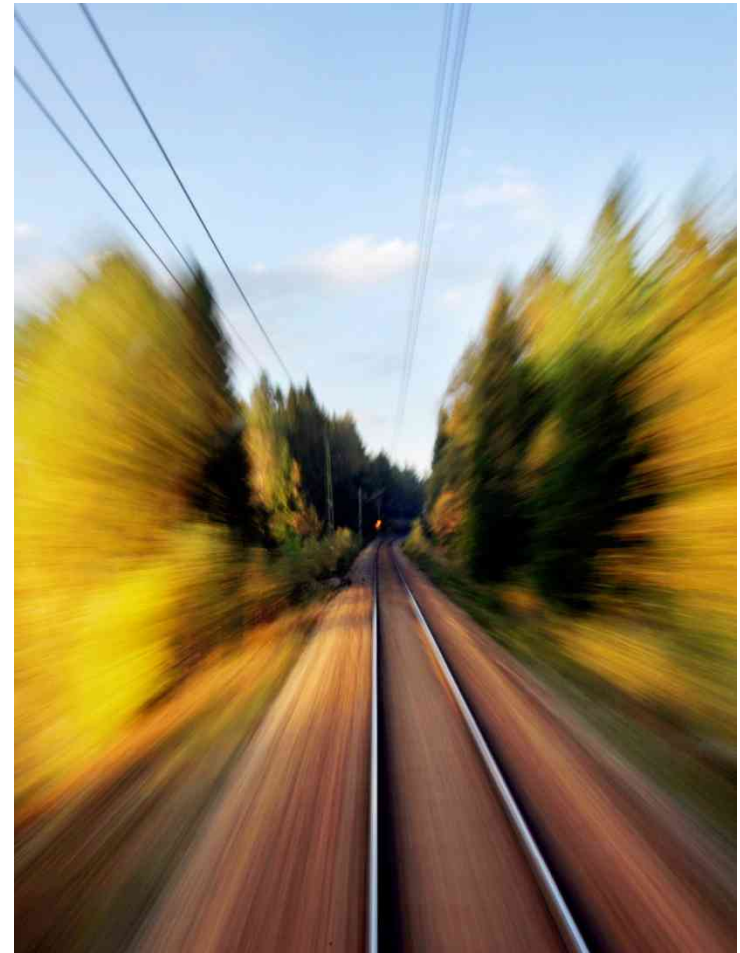
Good regional accessibility by bus or train:

- Part of a wanted living (and necessary?)



# The climate potential is obvious

- 2006, Skånetrafiken's CO<sub>2</sub> emissions were 40,000 tonnes
- Total CO<sub>2</sub> emissions from person transports in Skåne were 1 million tonnes in 2006...



# Increased share = climate neutral



- If car drivers corresponding to four percentage units of the market share for private car driving took the train instead, CO<sub>2</sub> emissions would be reduced by 40,000 tonnes per year.

# Strategy decision for fossil-free public transports in Skåne

- All city buses 2015
- All regional buses 2018
- All special transports 2020
- All trains are already fossil-free
- **Main focus: locally produced biogas**  
to replace diesel and CNG

# Renewable Energy

- 59 % of public transport work (pkm) was produced with renewable fuels.
- 35 % of Skånetrafiken's energy consumption is based of renewable fuels.
- About half of the bus fuel consumption is gas (CNG). The use of biogas fuel is increasing and reached 28 % of the total gas consumption (2008).

# Public transport for an attractive city

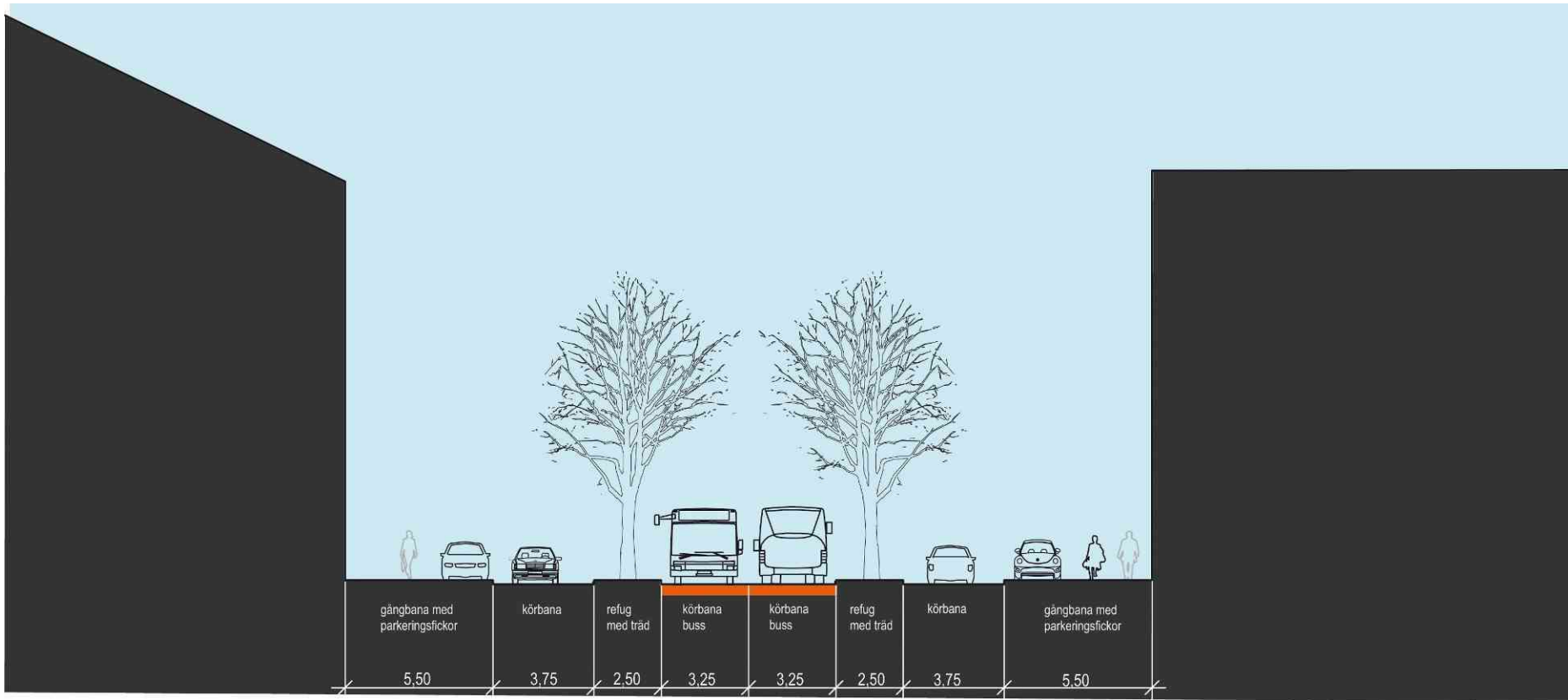
- *”Think train - drive bus”*
- Attractive
- Effective
- Faster
- Hole journey-perspective

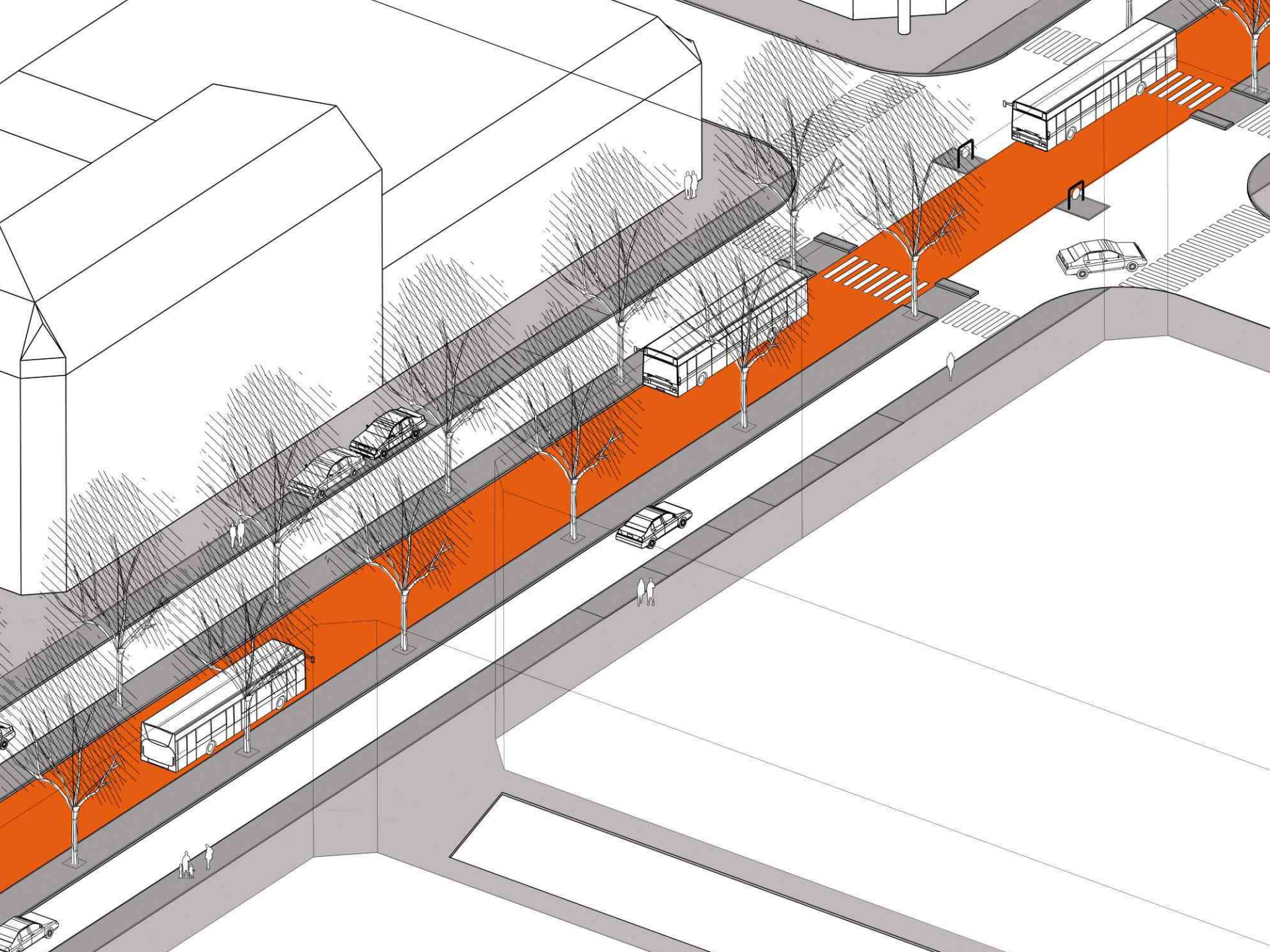


# 75 persons going by bus – or 75 persons going by car?



# Bergsgatan: Section 30 m width







Open Lokaler  
0667 50 01

A



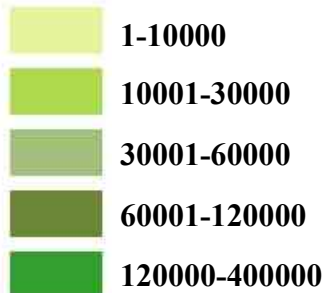
# First effort an inspiring success



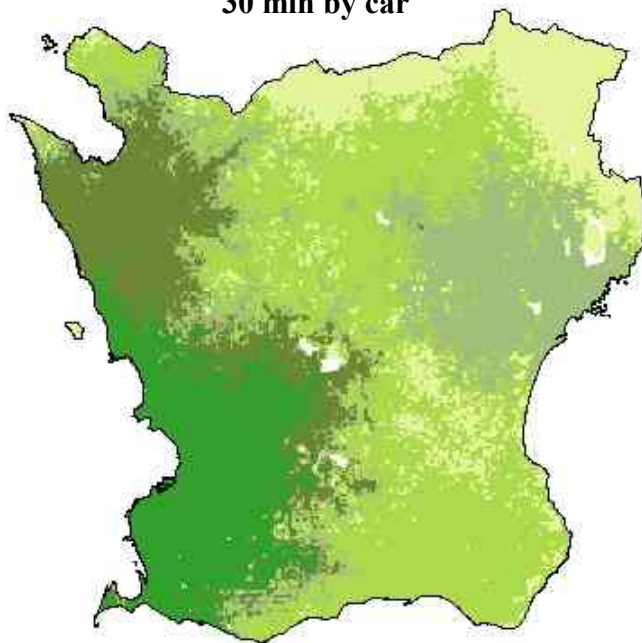
Malmö, entrance from Lund, 2008

**Antal arbetstillfällen  
som nås med  
bil respektive  
kollektivtrafik**

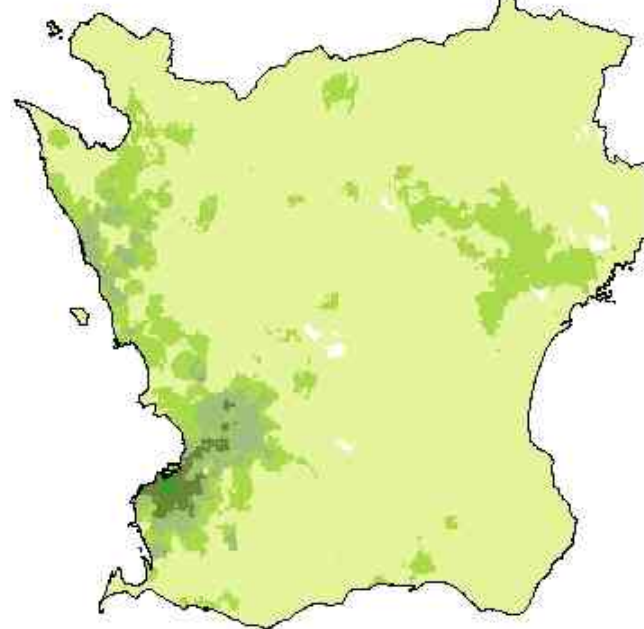
Inom 30 minuter respektive  
45 minuter med  
bil/kollektivtrafik



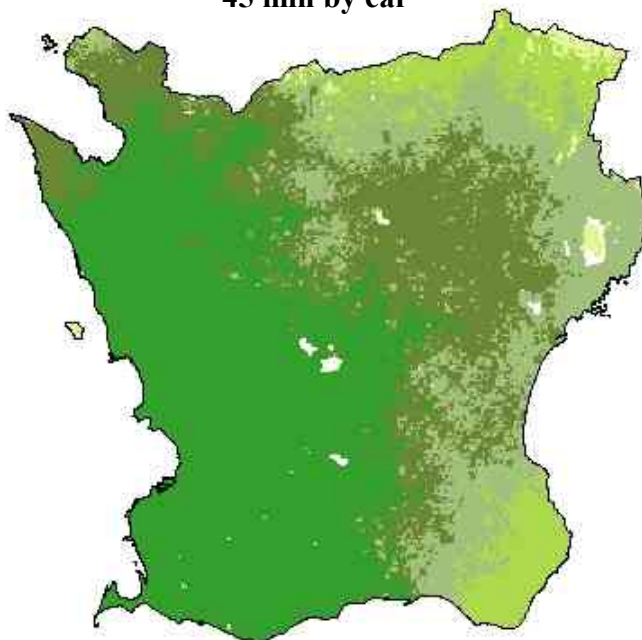
**30 min by car**



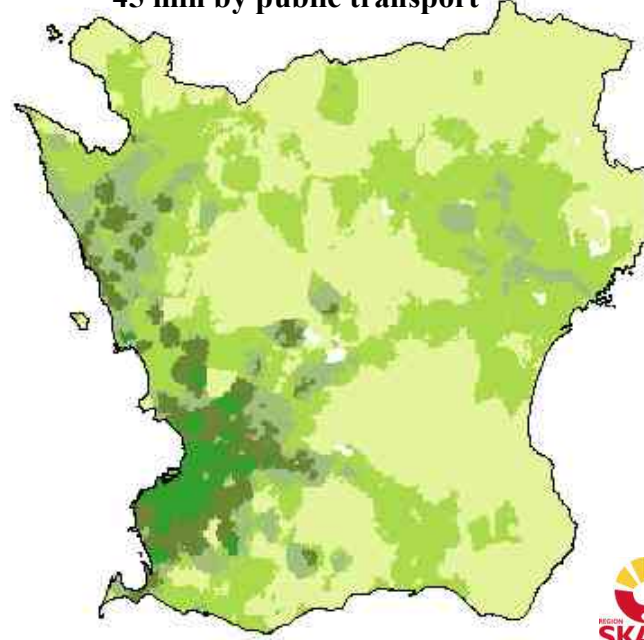
**30 min by public transport**



**45 min by car**

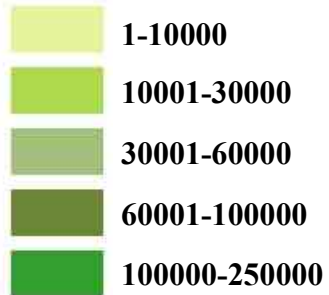


**45 min by public transport**

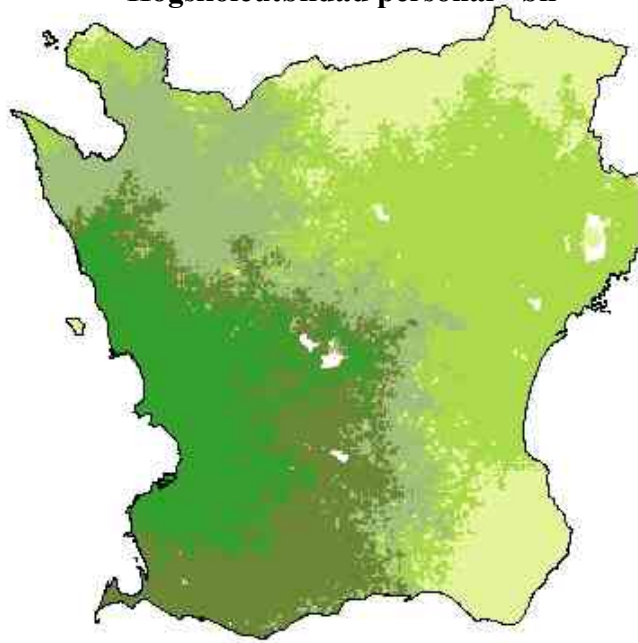


**Tillgänglighet till  
arbetstillfällen  
med högskoleutbildad/  
ej högskoleutbildad  
personal**

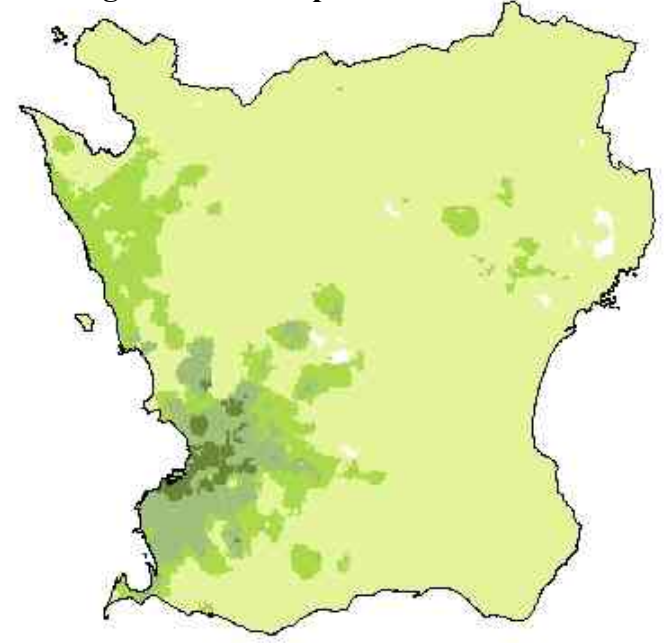
Inom 45 minuter med  
bil respektive kollektivtrafik



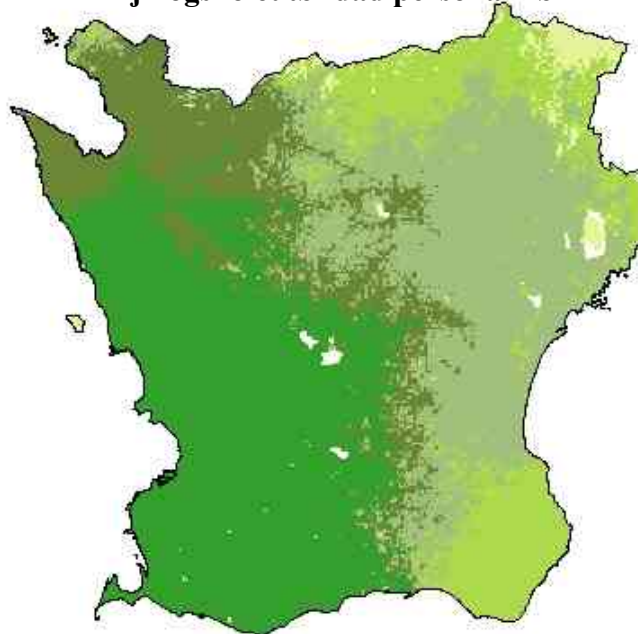
**Högskoleutbildad personal - bil**



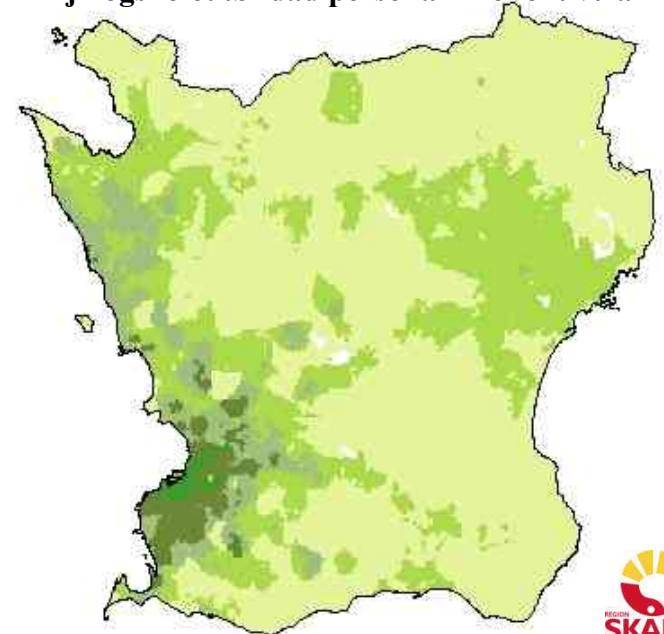
**Högskoleutbildad personal - kollektivtrafik**

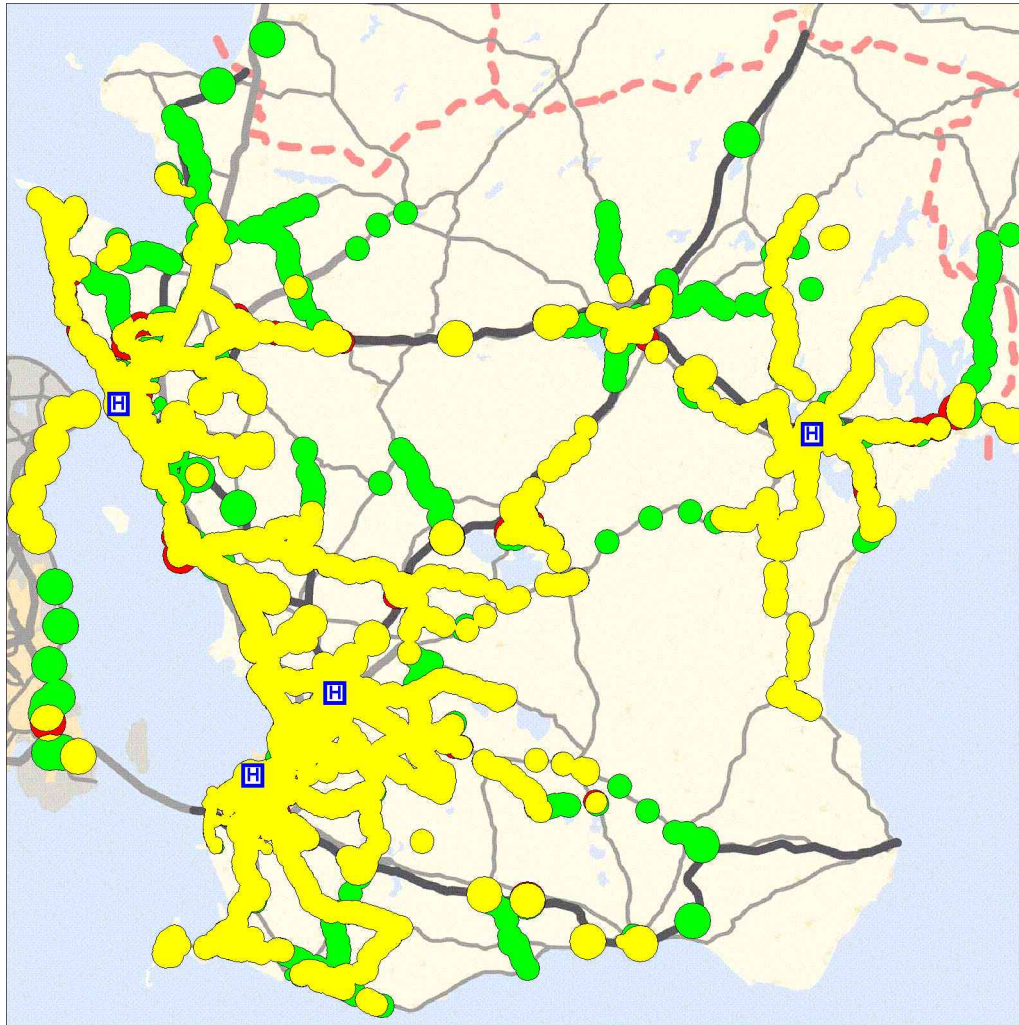


**Ej högskoleutbildad personal - bil**



**Ej högskoleutbildad personal - kollektivtrafik**






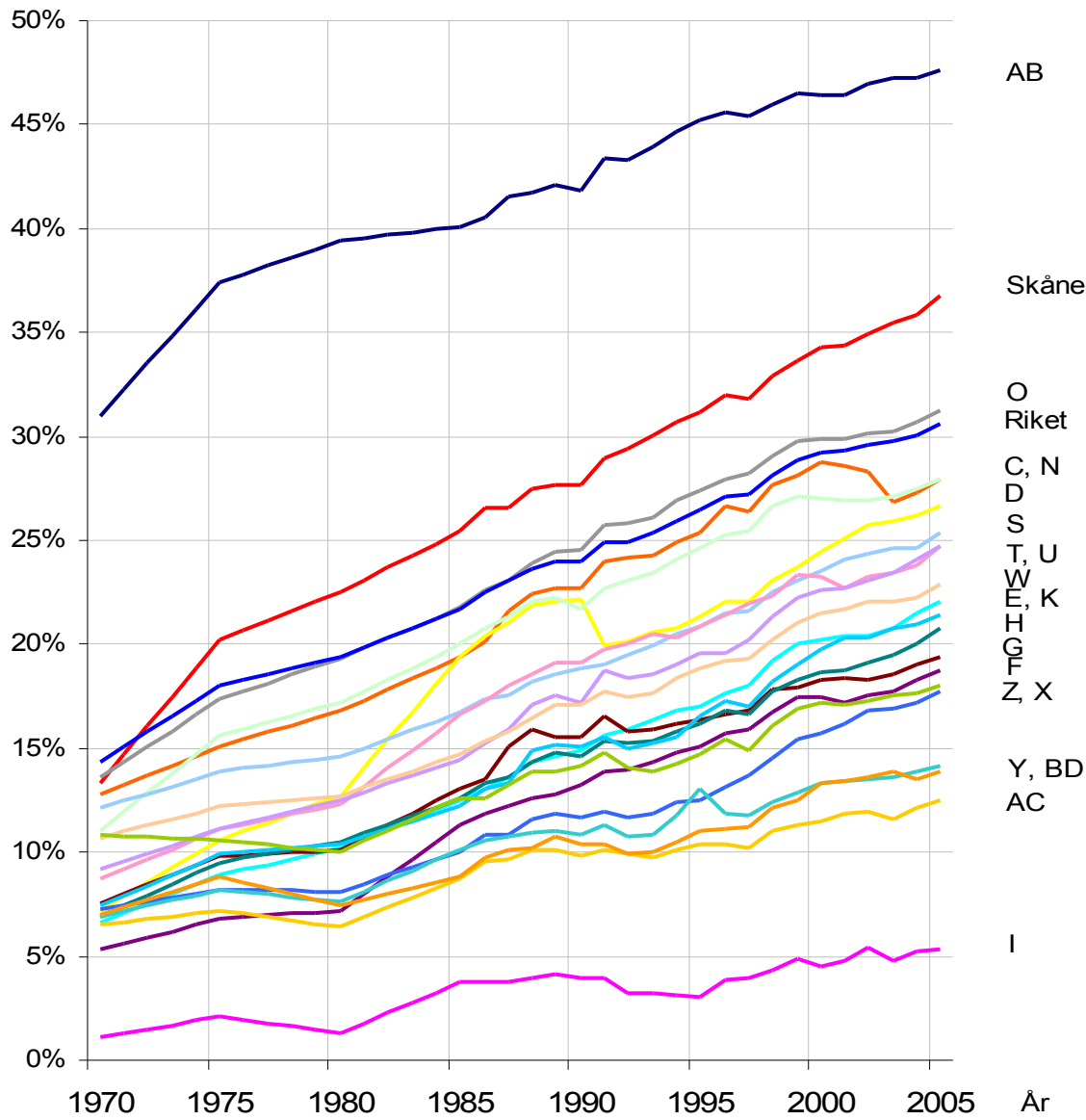


## Improved regional accessibility

**1998–2006**

- at least 10 trips per day
- max 60 min travel time

	Förbättrad trafiktillgång
	Försämrad trafiktillgång
	Oförändrad trafiktillgång



# Regional commuters (%)

AB

Skåne

O

Riket

C, N

D

S

T, U

W, F, K

H

G

T

Z, X

Y, BD

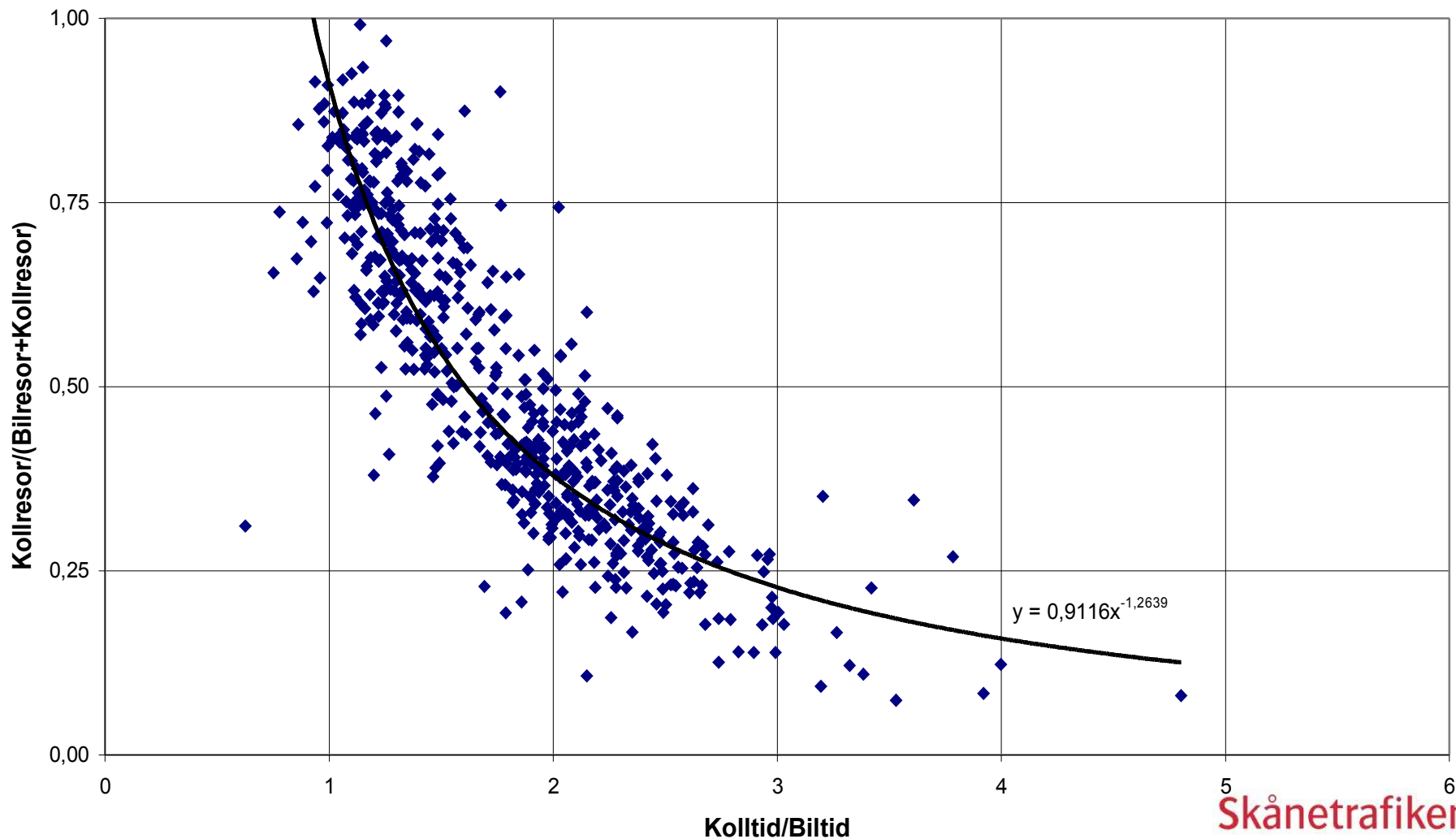
AC

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År

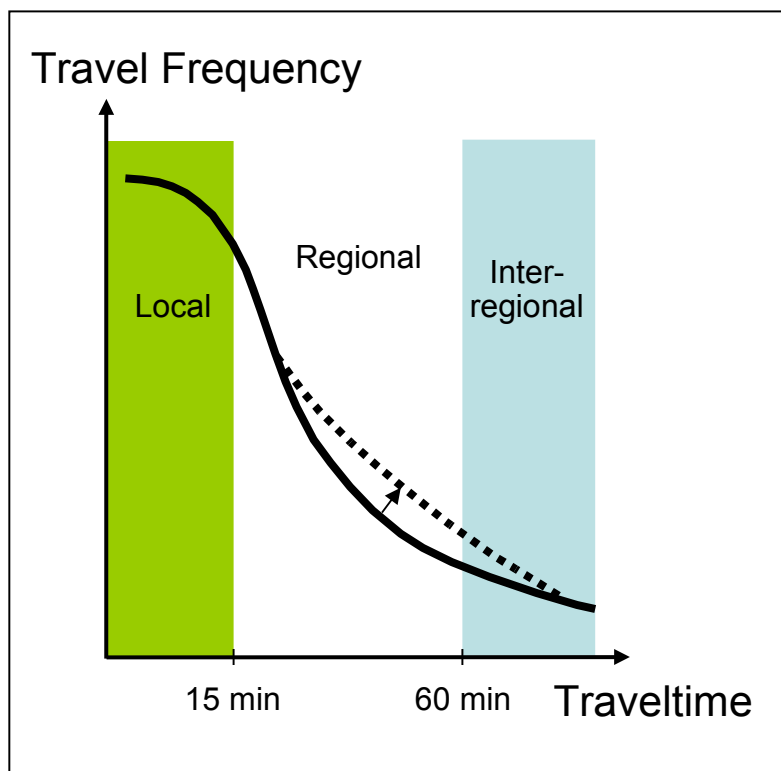
# Market share and travel time

Kollektivtrafikandel beroende på kolltidskvot, Stockholms län 1997

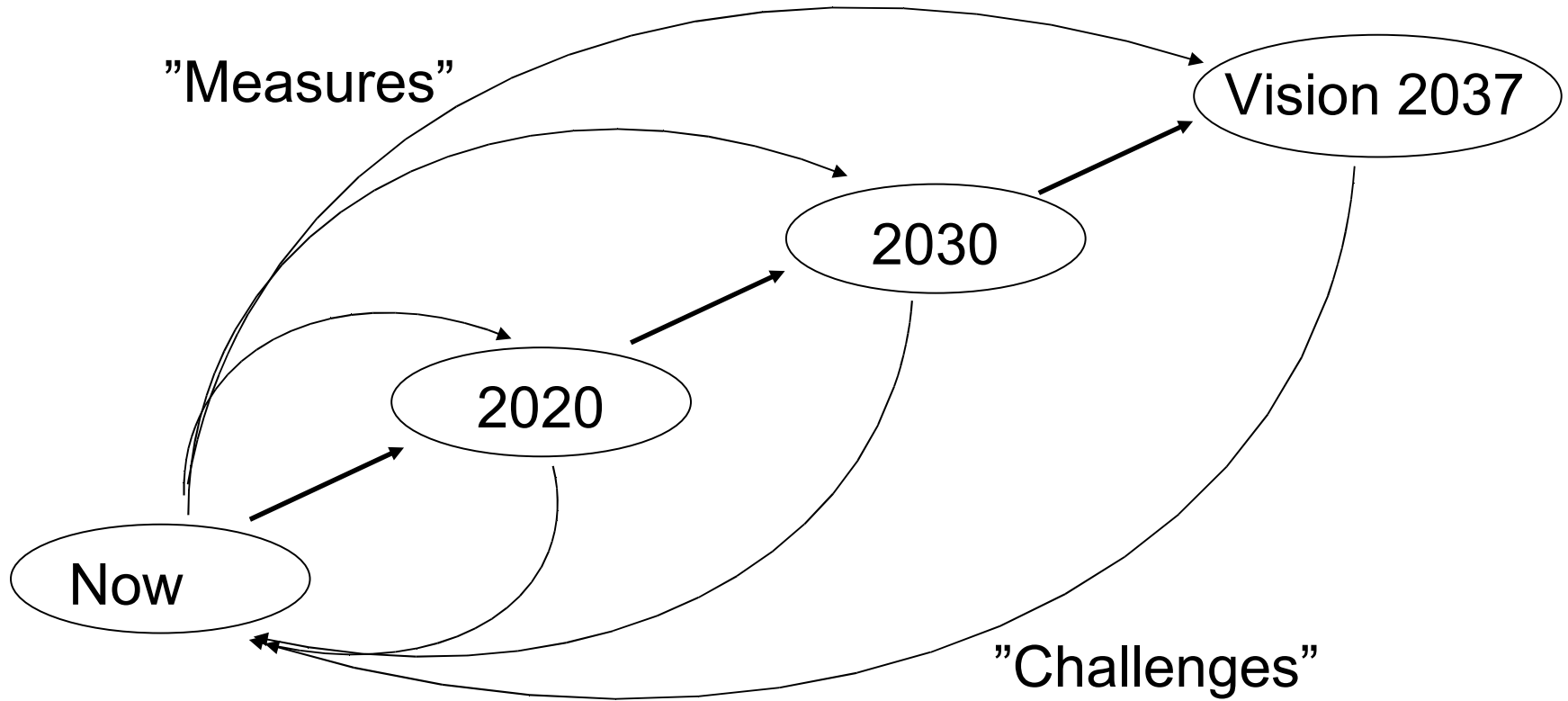


# Resgenerering

## Fast regional train and regional enlargement



# "Backcasting"



# The purpose of public transport

- Public transport is a means to create benefits in other parts of the society
- Provide *optimal conditions* for the positive development of public transport!
- Such a positive development will reduce private car traffic, thus enhancing accessibility of road space for both buses and "necessary" car traffic
- = public transport is a benefit for all