

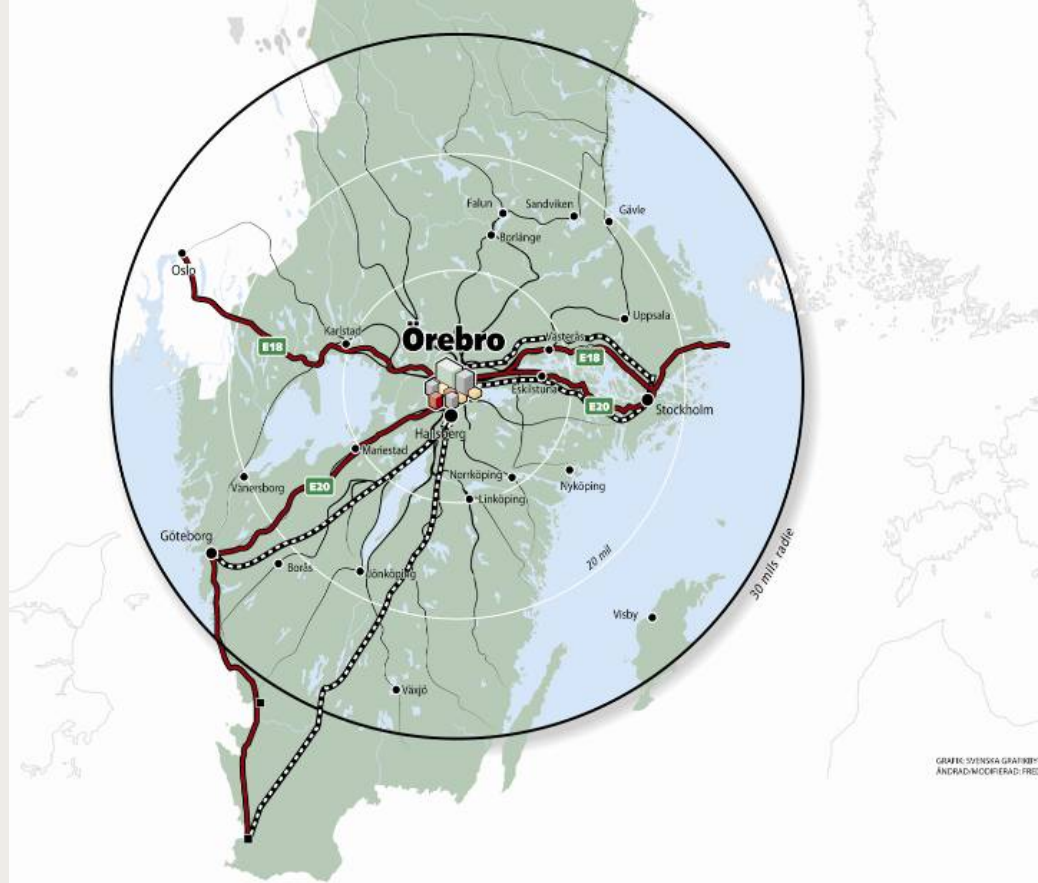
Data collection and analysis for SUMP

workshop on Sustainable Urban Mobility Plans

Lovisa Blomér, acting manager Traffic Unit – Örebro Municipality, Sweden

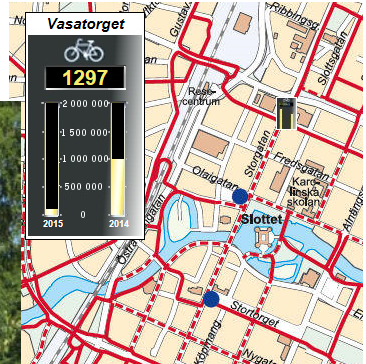
Örebro – a brief overview

- 150 000 inhabitants (growing 2 %/year)
- Approximately 100 000 of them in the city
- University with 17 000 students
- 200 km west of Stockholm
- Regional administrative centre
- Flat and rather compact city
- 430 cars/1000 inhabitants





Cycle city



Our SUMP was adopted in 2014

Statement:

"Traffic planning should be based on our will to create a sustainable transport system, not on traffic forecasts."



Our SUMP: the objectives

60 % of all journeys with sustainable transport modes by 2020

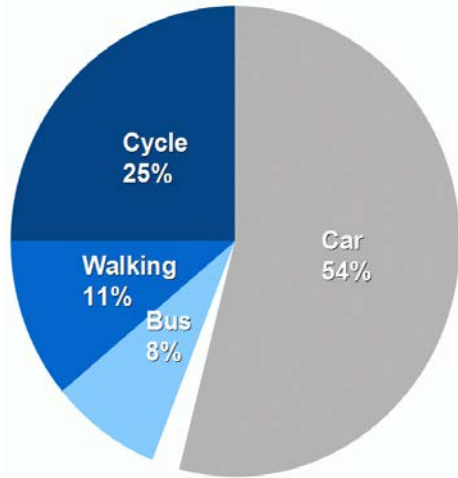
The total amount of fossil fuel-driven car traffic should be reduced in absolute terms by the year 2020.

Within the built-up area of Örebro, it should take at most twice as long to take the bus compared to taking the car, and at most 1.5 times as long to cycle, compared with taking the car.

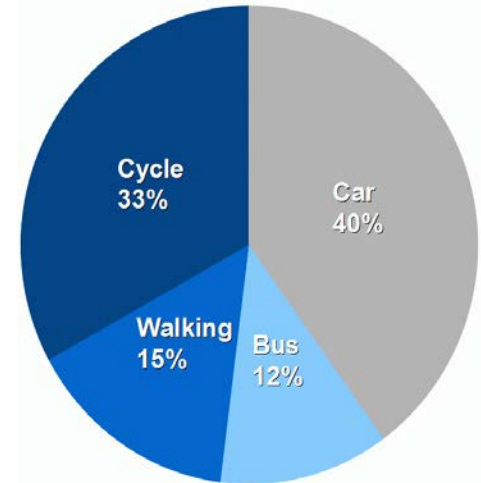


Modal split Örebro municipality

2011



Target 2020



General principles

- We should be city planning rather than transport planning and building planning
- The citizens should be in focus, not the vehicles
- Örebro is growing: space-efficient modes of transport need to be prioritized
- Mobility planning should contribute to an attractive municipality and city centre

General principles

- Mobility planning should be based on the objectives of sustainable mobility – such planning should not be based on forecasts
- Mobility planning should be based on the three dimensions of sustainable development and the children's perspective
- Mobility planning should be based on a realistic – but optimistic – faith in technological development from a 20-year perspective



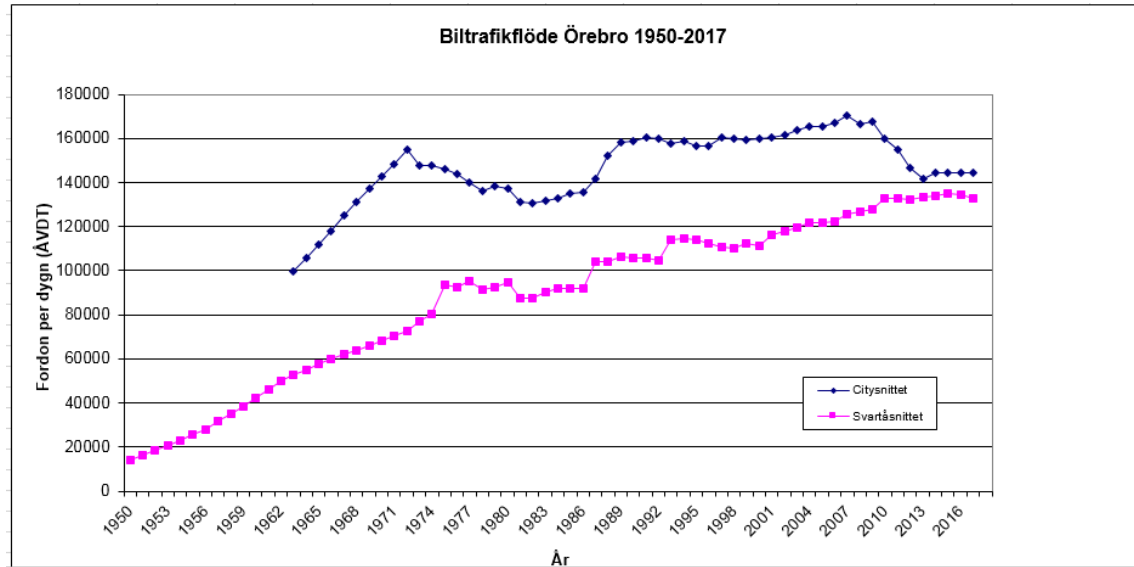
SUMP

- ▶ Action plan increased cycling
- ▶ Cycle network plan
- ▶ Pedestrian plan
- ▶ Strategy for modified travel habits(MM)
- ▶ Public transport program
- ▶ Parking guidelines
- ▶ Action plan noise pollution
- ▶ Traffic safety program
- ▶ Main streets – design and speed limits

History of traffic data collection

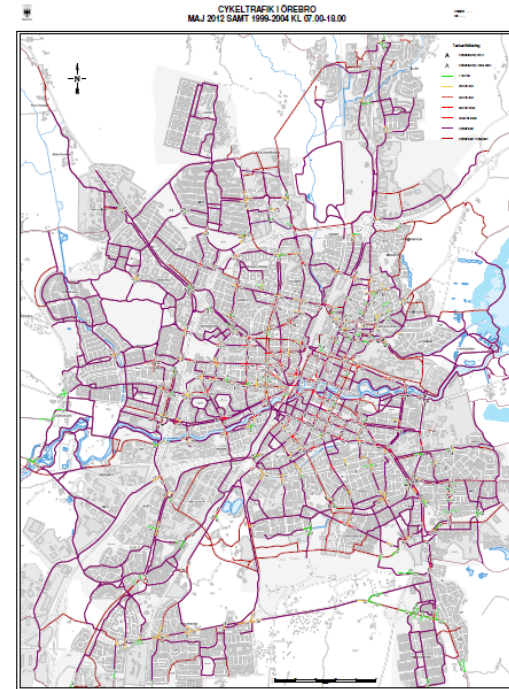
Örebro Municipality has a long history in collecting traffic data both for car traffic and cyclists and pedestrians.

- The car traffic flow is mainly collected through the traffic signals and some with radars



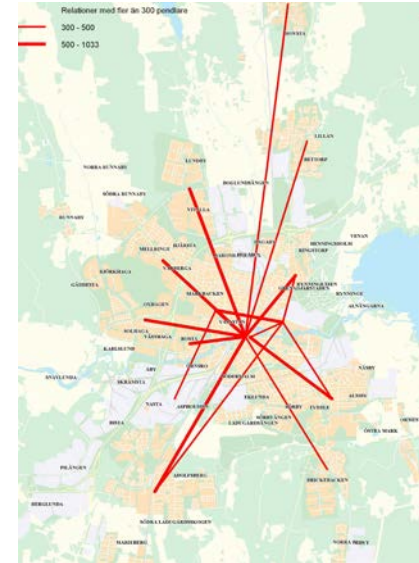
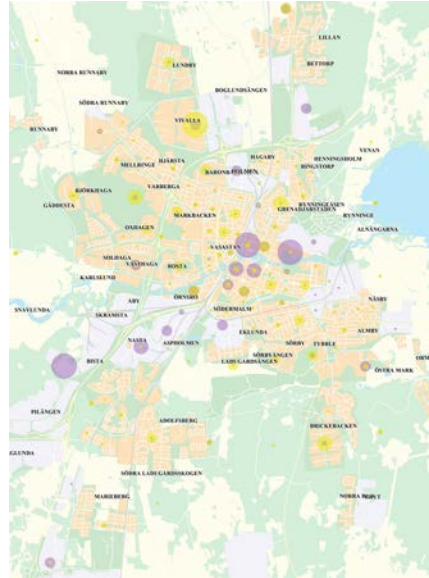
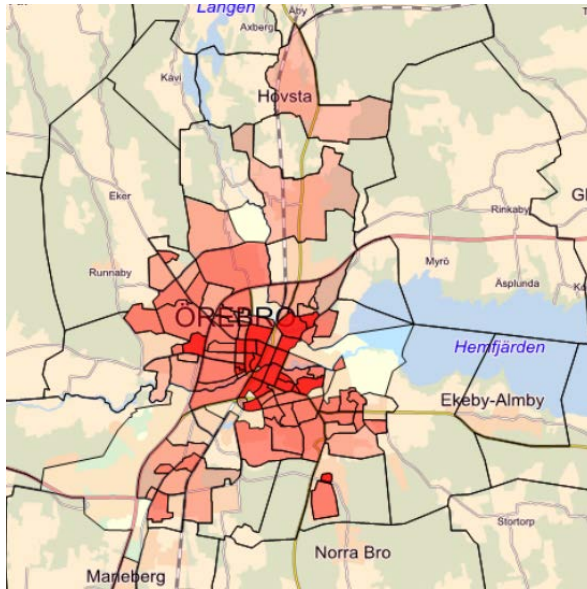
History of traffic data collection

- The cycle traffic flow has been collected by a mix of cycle detectors and manual counts



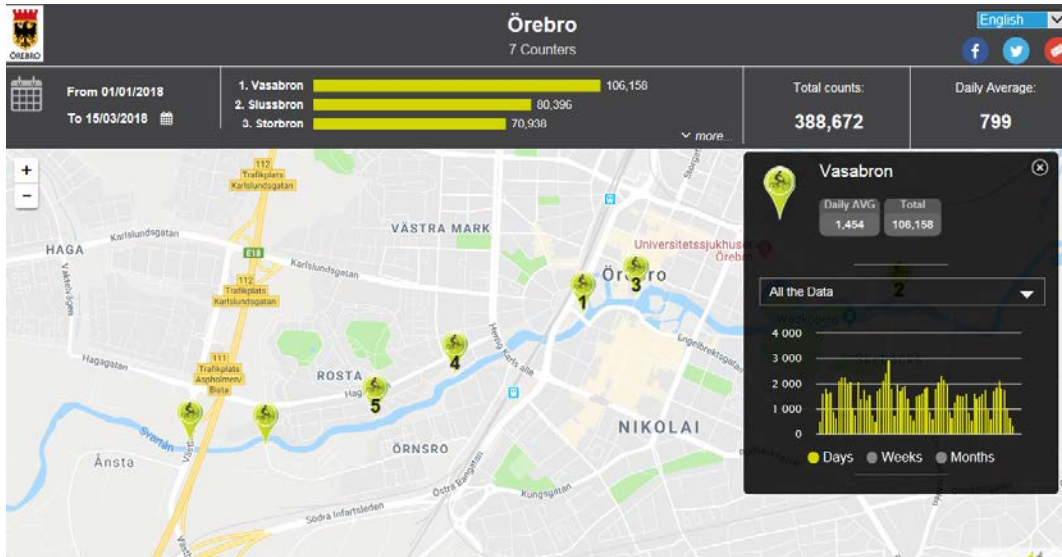
Statistics

- Population density-, working places- and commuter data –used for geographical information analysis
- Travel survey in 2011



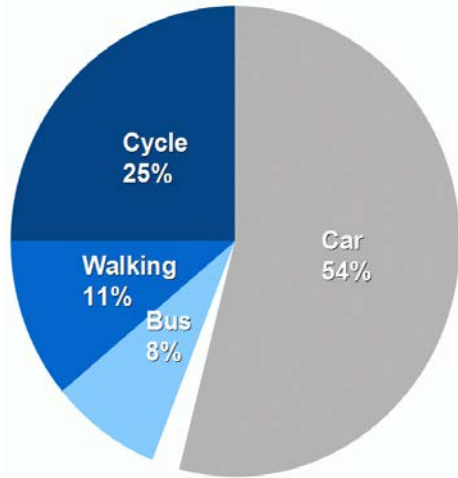
Present

- Continuation in measurement of traffic flows for all transport modes
- Regular travel surveys
- More automated measurements for all transport modes

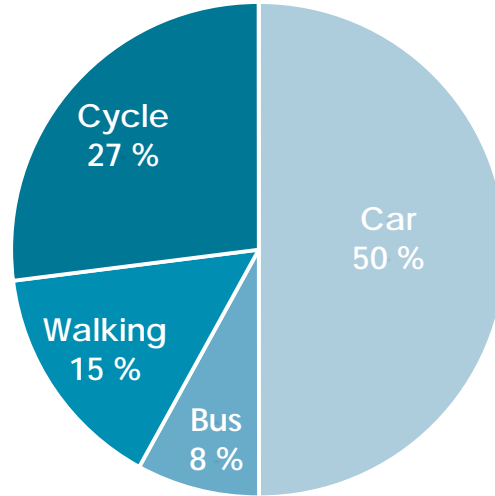


Modal split Örebro municipality

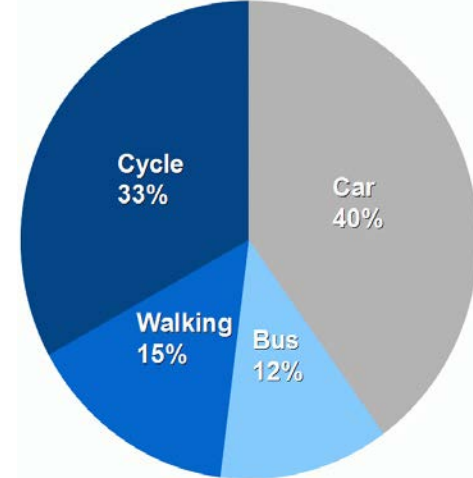
2011



2017



Target 2020



Combination of infrastructural measures and MM



- Winter cyclist campaign
- Electrical cycle campaign
- Public transport campaign by the Region.

But 2020 is approaching so soon we will start updating our SUMP

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Further information

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