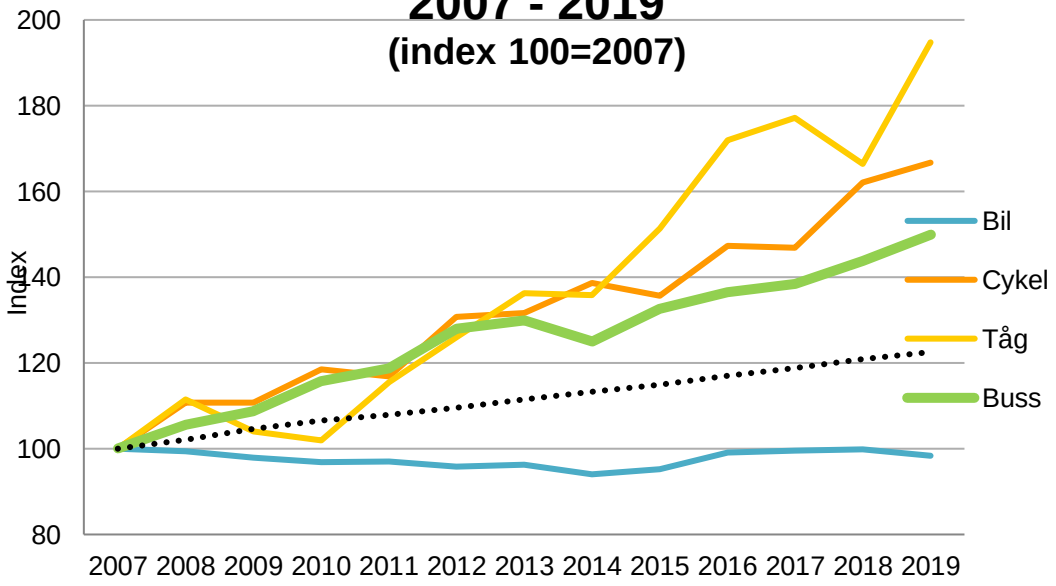
More mobility, less traffic in urban and inter-urban areas – Case Malmö, urban corridors and regional planning

Car traffic growth on E6

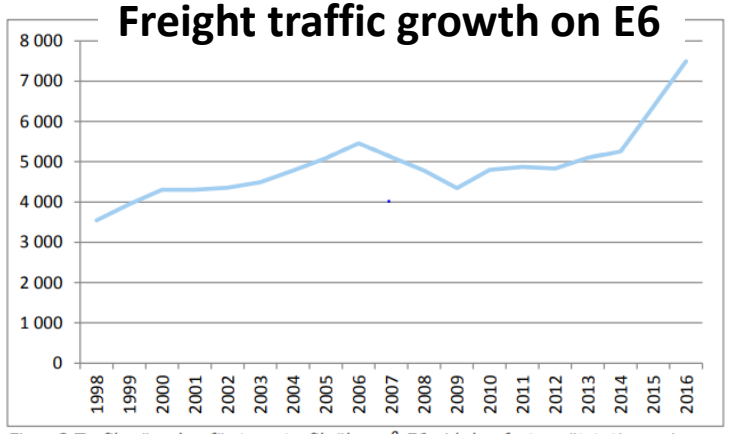
Figur 2 Personbilstrafikflödet vid den fasta mätstationen i Hofterup.

Transport and population in Malmö 2007 - 2019

(index 100=2007)



Freight traffic growth on E6



Figur 3 Trafikmängden för tung trafik ökar på E6 vid den fasta mätstationen i Hofterup.

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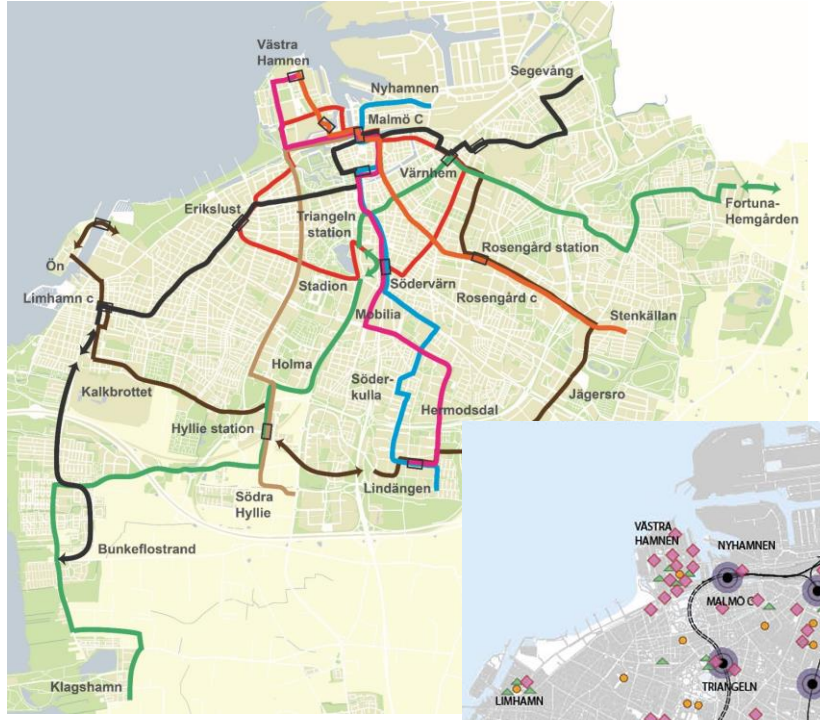
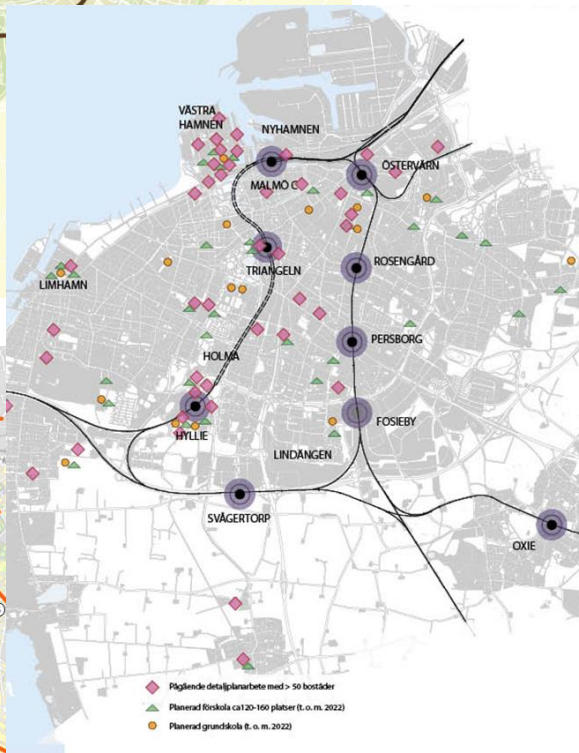
The challenge of the urban/inter-urban interface

- National policies - support growth of industry, trade and labour markets on a national level. Infrastructure measures - Increase commuting distances, eliminate bottle-necks in and around main urban areas
- Malmö policies - city expansion through higher density, liveable city environment and sustainable mobility
- Support expansion of railway network and capacity
- Strengthen and modernize the city bus-network with electric Malmöexpress lines paired with expansion of bicycle network
- Reducing growth of individual car traffic by above carrot-measures and stik-measures, such as reducing road capacity and parking-policy





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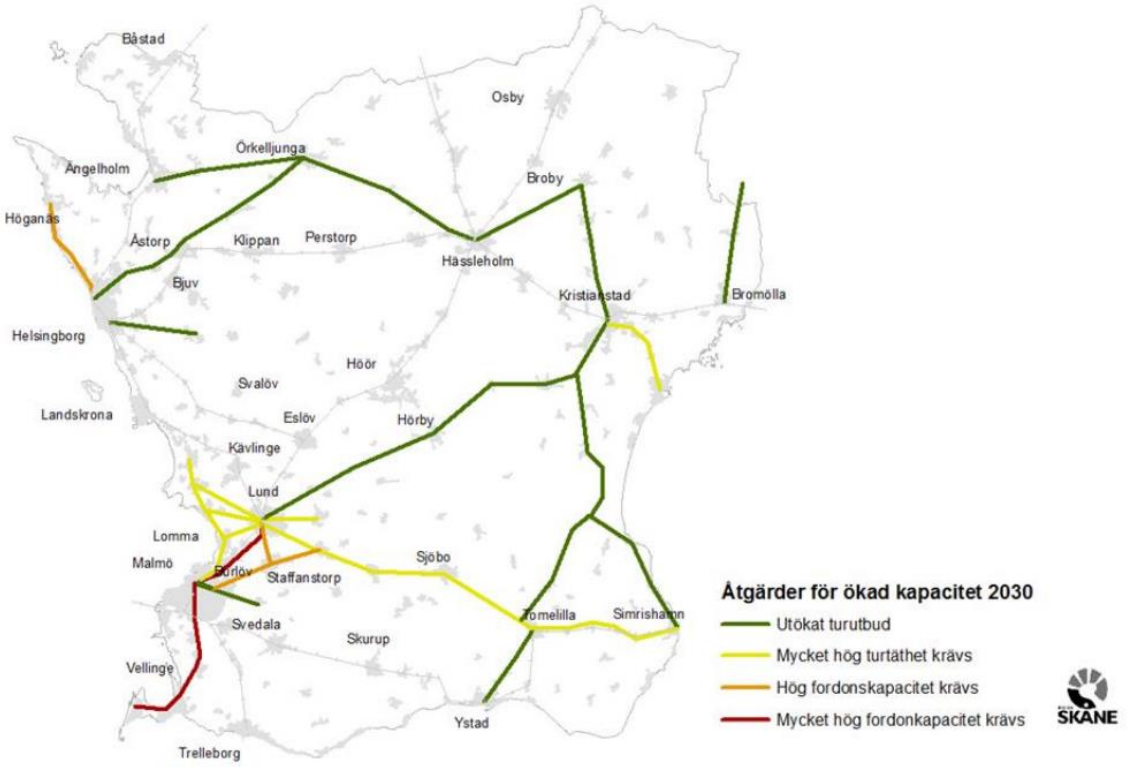
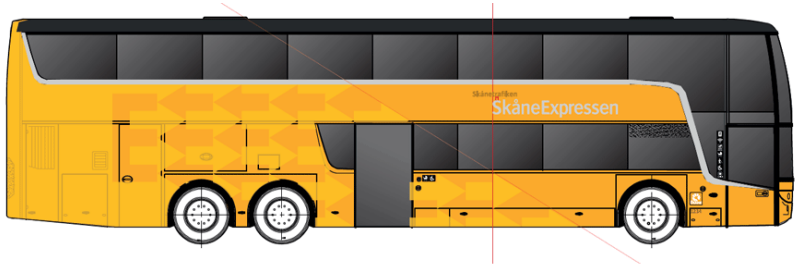
Examples on measures urban/inter-urban interface

- Stockholmsvägen – Main corridor road from north – Construction of bus lane. Measure enables high capacity regional buslines free passage to inner city avoiding congestion. Co-financed by national and regional level



- Trelleborgsvägen E6 – Main corridor road from south – National level together with regional and local level investigated measures for increasing road capacity on national motorway E6. Resulted in minor measures and introduction of regional bus express line instead of expanding to six lane motorway.



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