

Advances in technologies and future scenarios for urban mobility

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NYHAMNEN - OUR STUDY AREA



NYHAMNEN 2050 – OUR STUDY AREA



The vision for Hans Michelsens street

Vision of Hans Michelsen street
Plats för Kollektivtrafik, bil, olika servicefunktioner

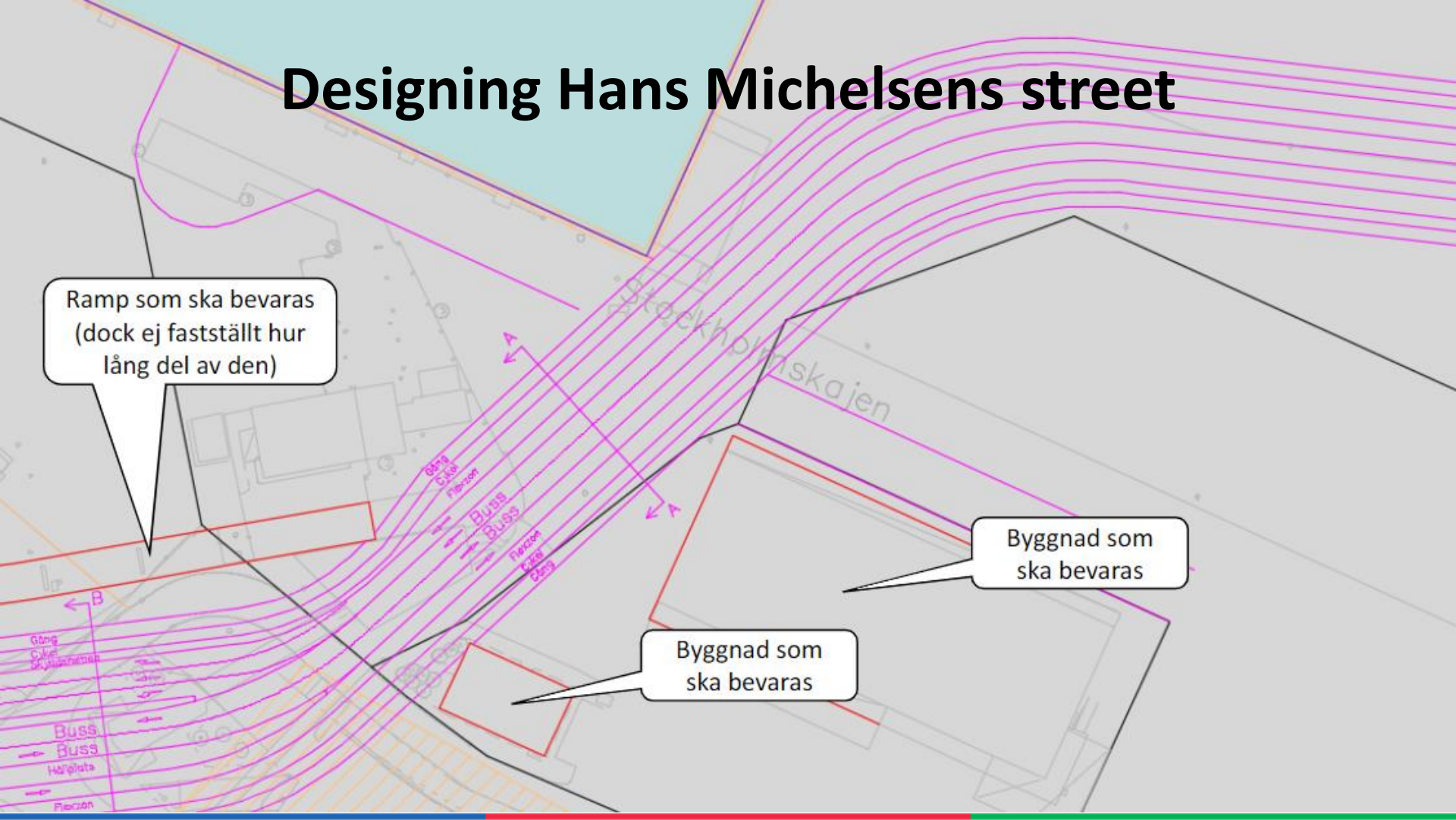


Designing Hans Michelsens street

Ramp som ska bevaras
(dock ej fastställt hur
lång del av den)

Byggnad som
ska bevaras

Byggnad som
ska bevaras



And then MORE arrived...

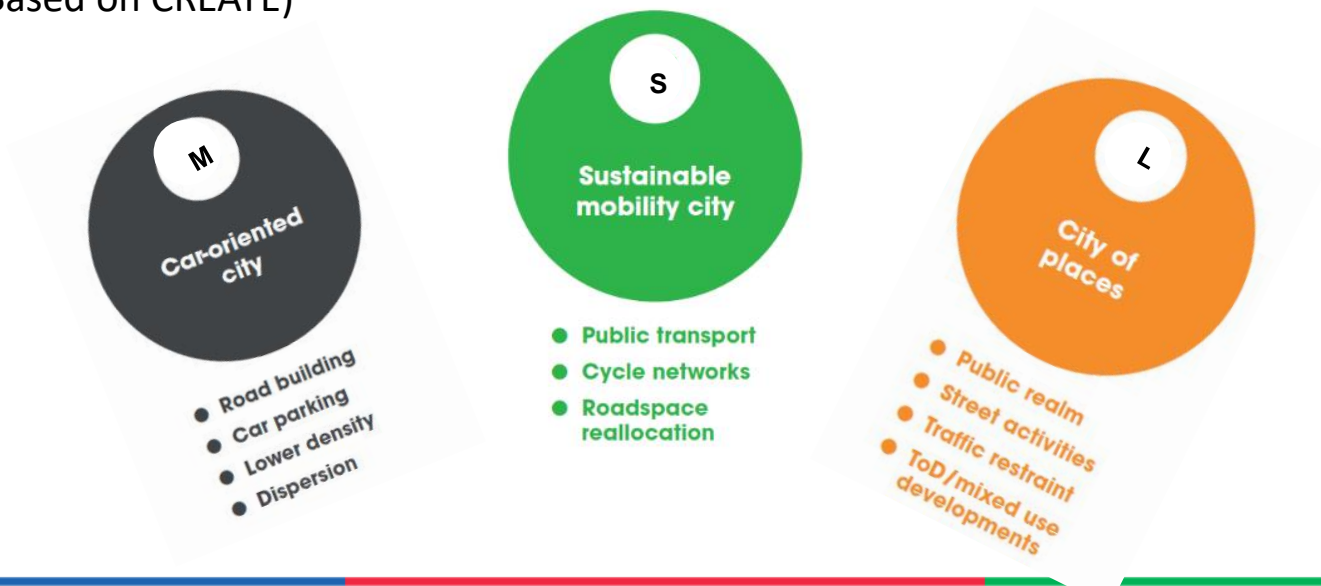
The foundation: 3 scenarios

Mobility: "Car-oriented city"

Sustainability: "Sustainable mobility city"

Liveability: "Liveability – City of places"

(Based on CREATE)





Mobility

Priorities Mobility

1. General traffic (movement)
2. Loading and parking
3. Public transport
4. Bicycle (movement and parking)
5. Pedestrian movements
6. Trees and greenery
7. Outdoor seating and meeting places
8. Place-oriented street furniture
9. Slow movements

Traffic maximum hour: 1300 veh/hour
(both directions)



Sustainability

Priorities Sustainability

1. Bicycle (movement and parking)
2. Public transport
3. General traffic (movement)
4. Loading and parking
5. Pedestrian movements
6. Trees and greenery
7. Place-oriented street furniture
8. Outdoor seating and meeting places
9. Slow movements

Traffic maximum hour: 1200 veh/hour
(both directions)



Liveability

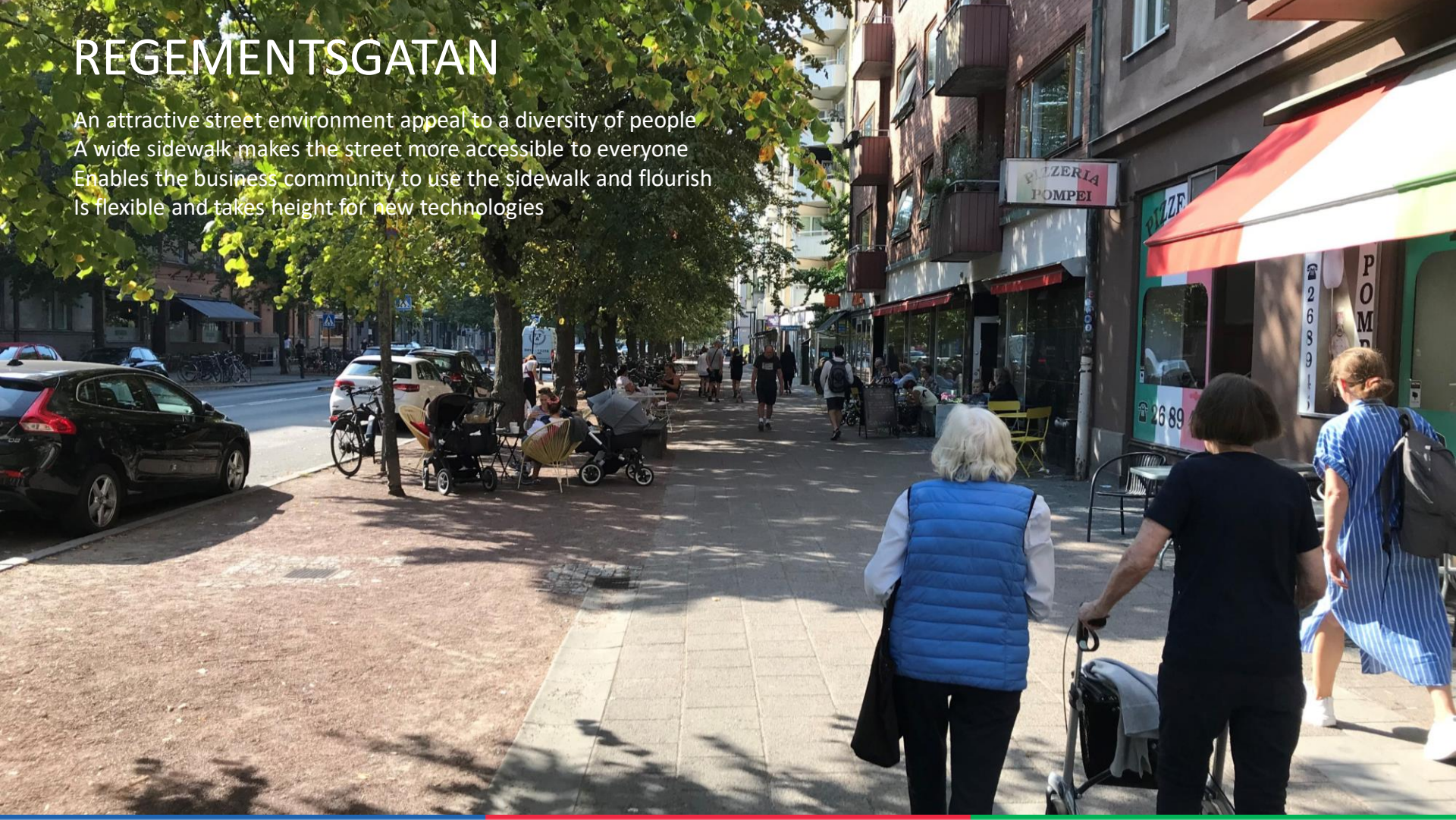
Priorities Liveability

1. Slow movements
2. Place-oriented street furniture
3. Trees and greenery
4. Parking and loading
5. Pedestrian movements
6. Outdoor seating and meeting places
7. Bicycle (movement and parking)
8. Public transport
9. General traffic (movement)

Traffic maximum hour: 600-1100
veh/hour (both directions)

REGEMENTSGATAN

An attractive street environment appeal to a diversity of people
A wide sidewalk makes the street more accessible to everyone
Enables the business community to use the sidewalk and flourish
Is flexible and takes height for new technologies



STORA VARVSGATAN

A street that foremost satisfy the demands of transport

Low activity in the facades

No opportunities for businesses to use the sidewalks

Unflexible street design makes it difficult to meet new technologies



The MORE approach

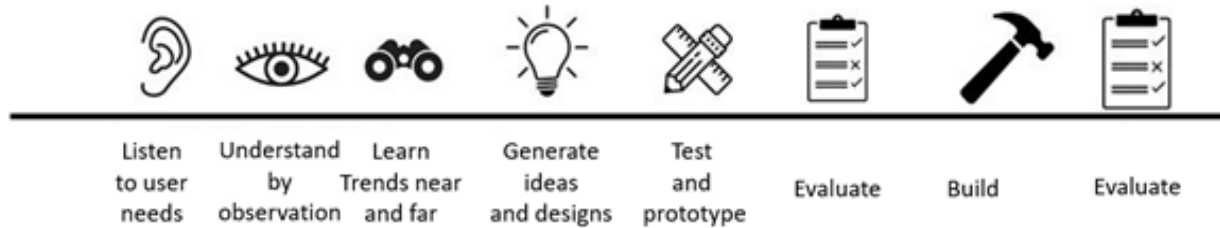
The street as an Ecosystem

Change of approach:

- from Streets mainly serving the Transport system
- to the Transport system mainly serving the Street environment



The MORE process according to the Malmö team



Thank you !

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