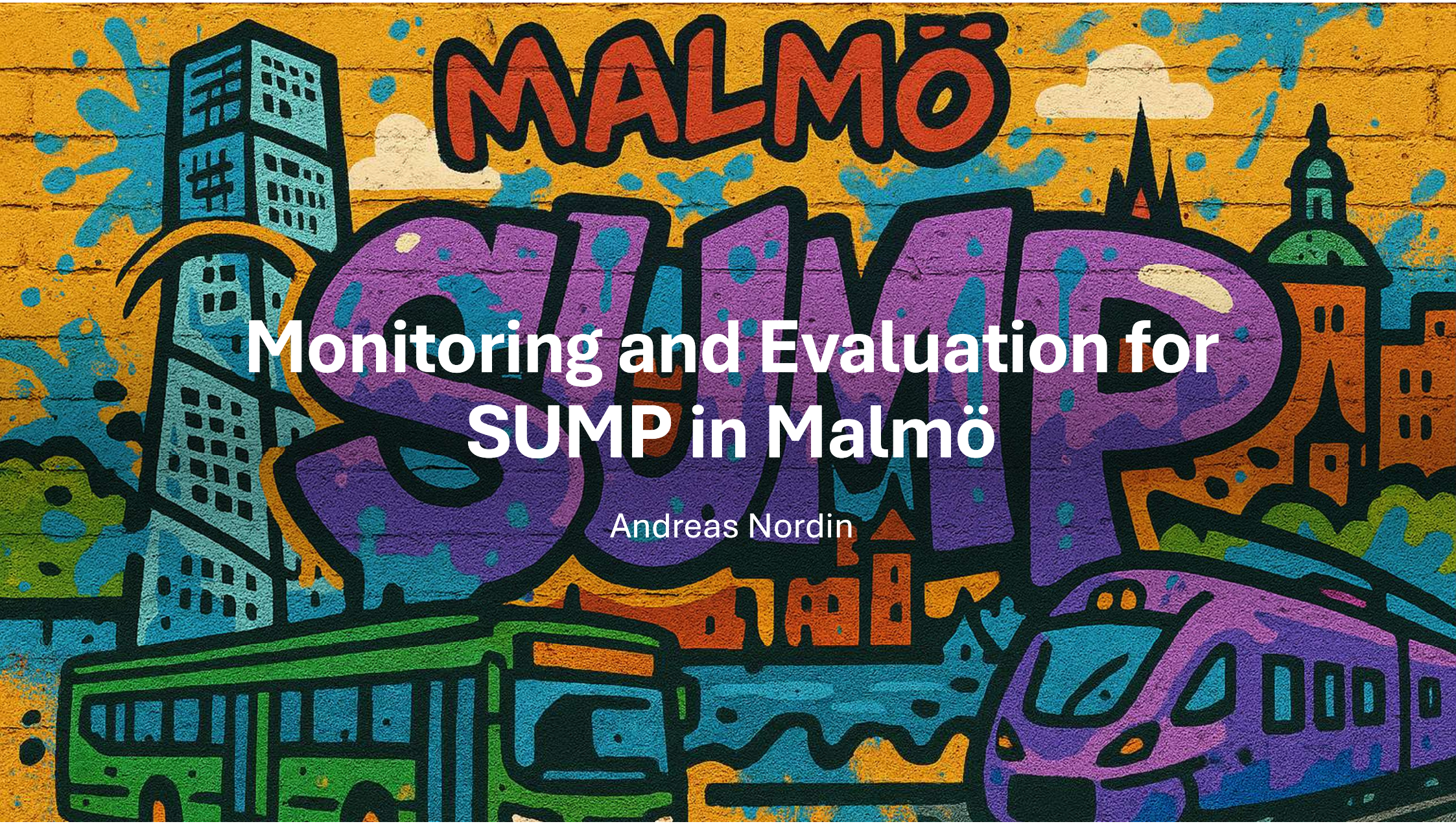
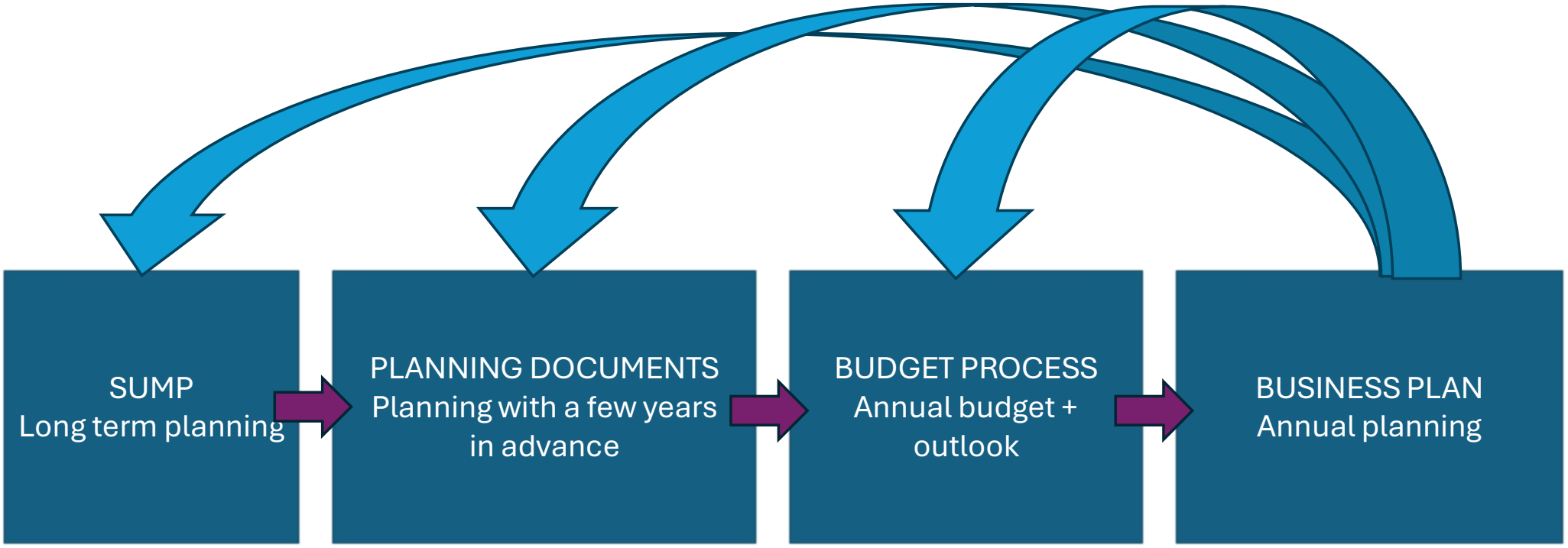


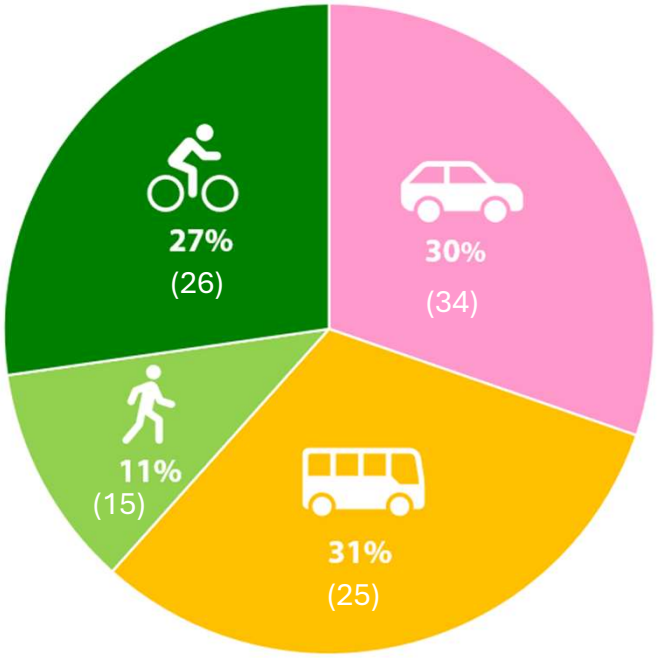
Monitoring and Evaluation for SUMP in Malmö

Andreas Nordin

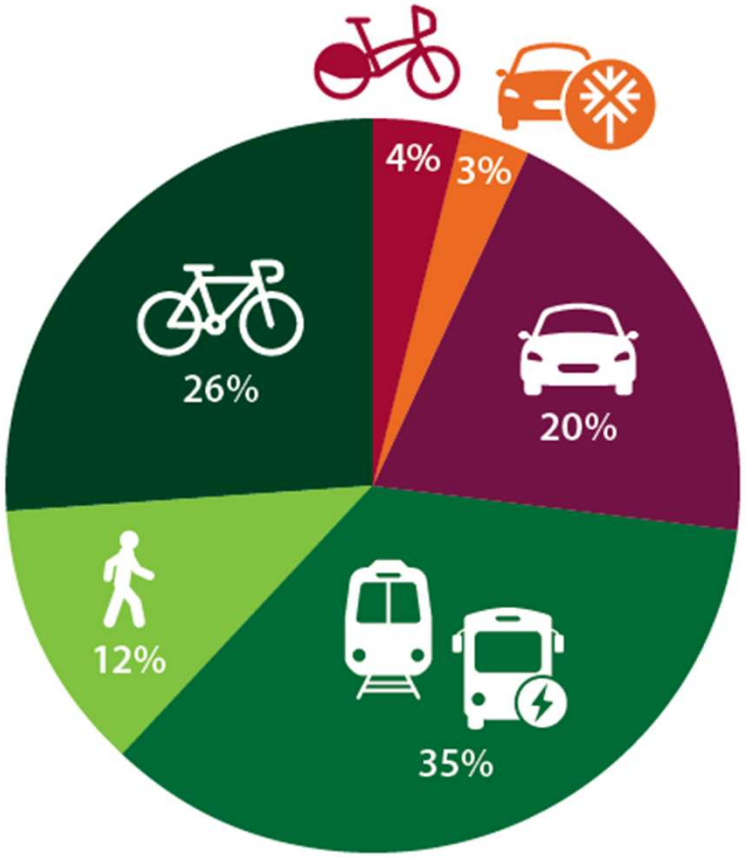
The SUMP implementation & evaluation process



Modal split as a basis for goal oriented planning



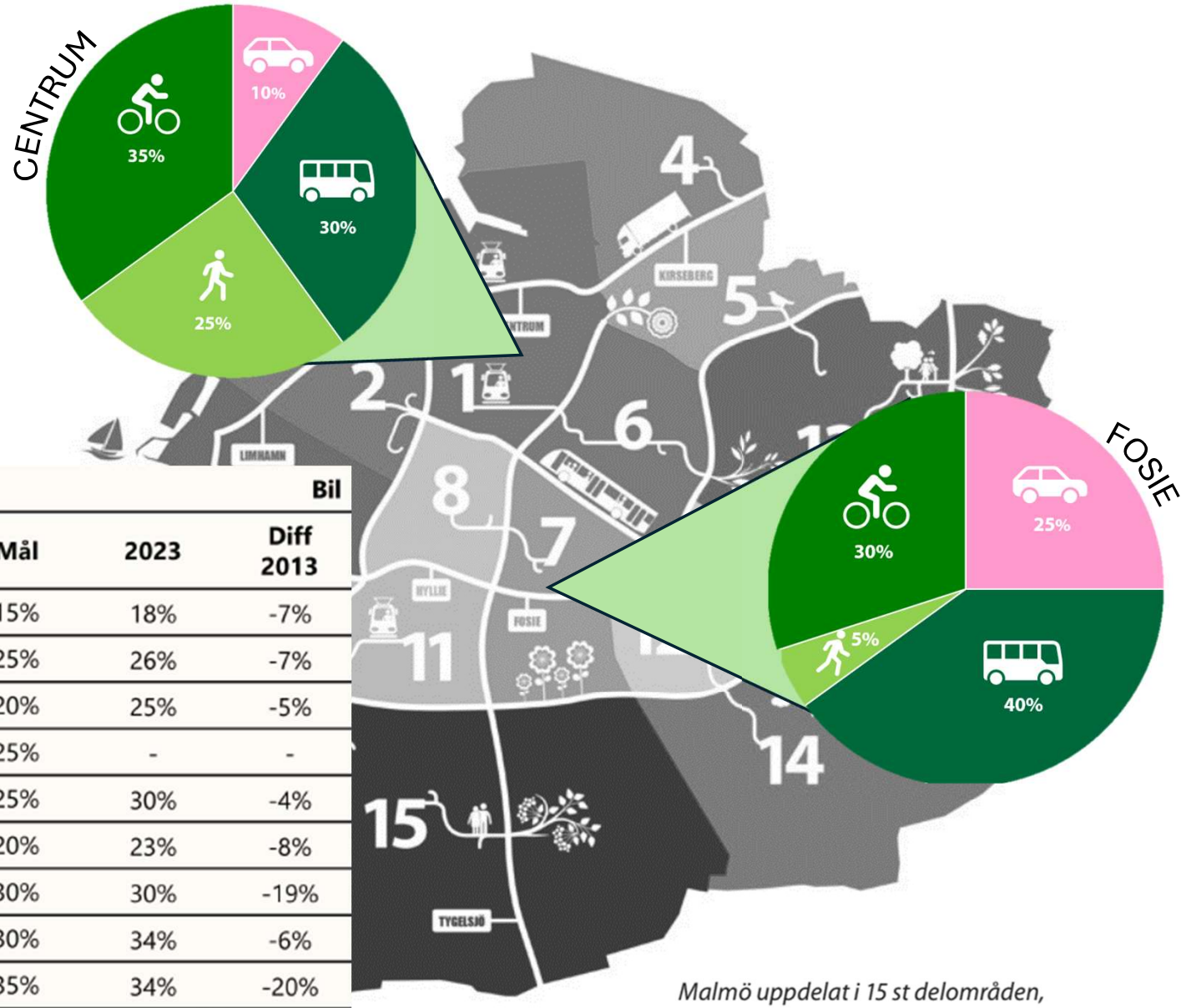
Travel survey every 5 years



GOAL 2040

Goal broken down to 15 SUMP-areas

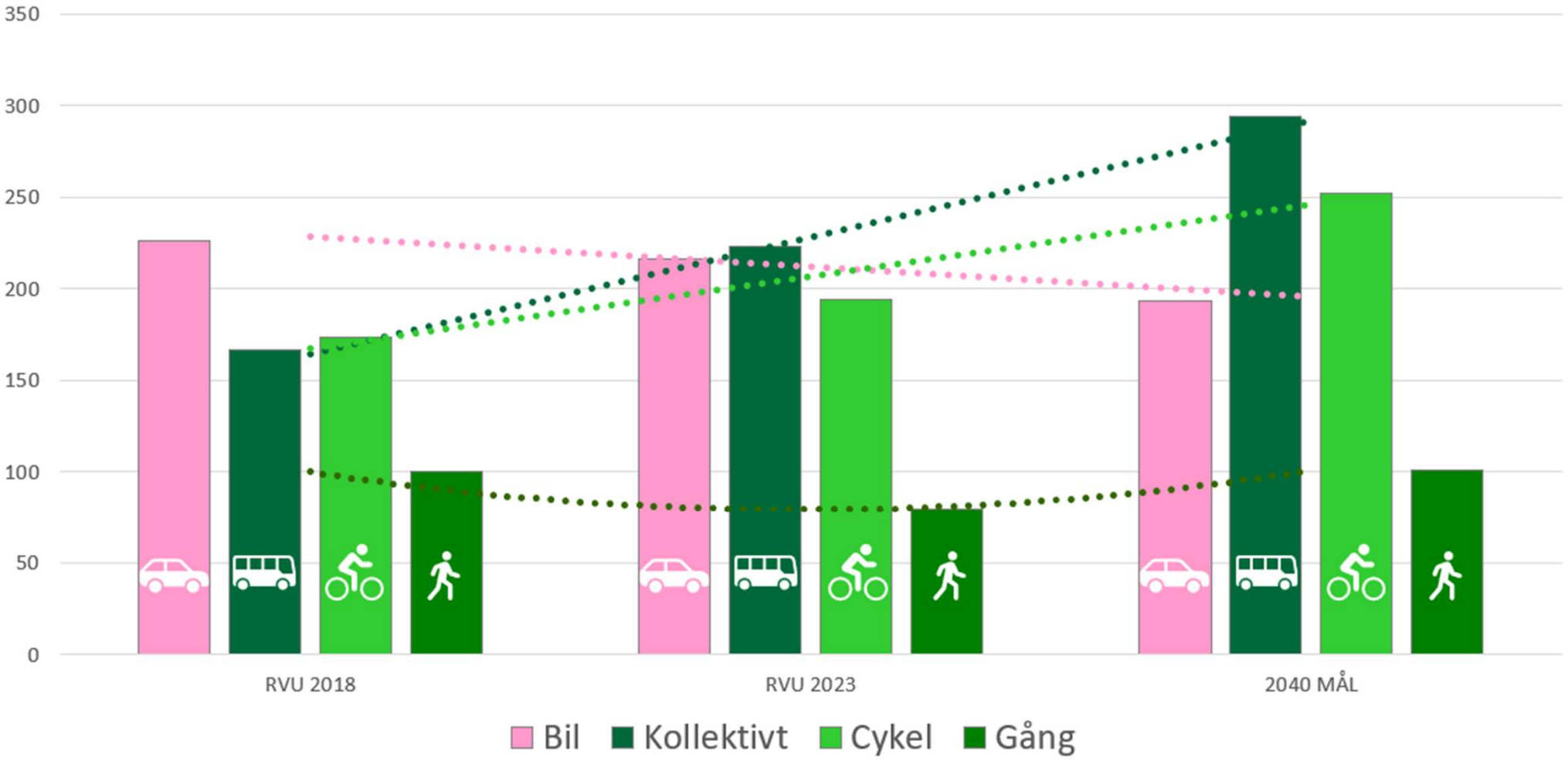
Every area has its goal set from its preconditions



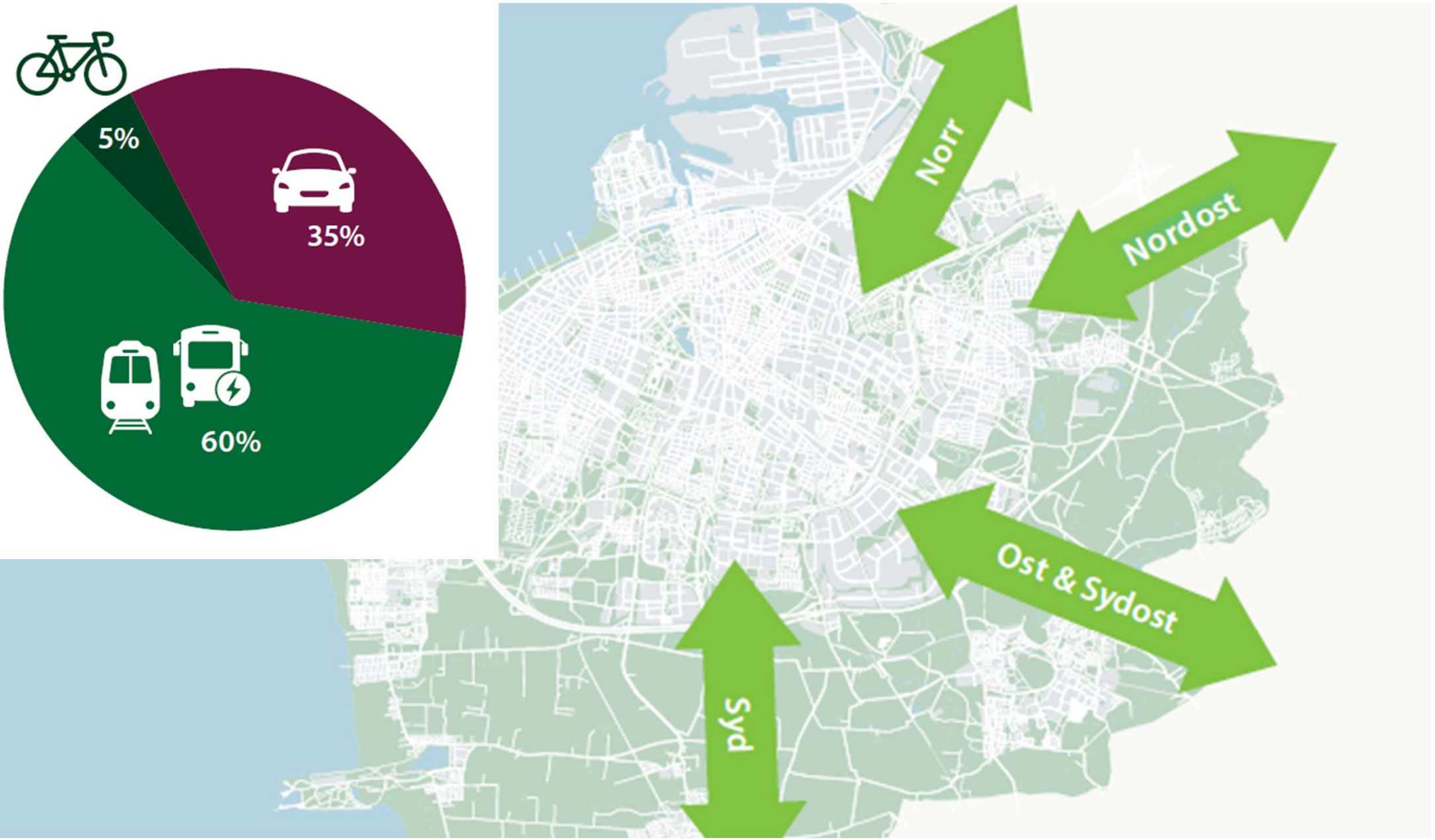
Malmö uppdelat i 15 st delområden, så kallade TROMP-områden.

			Bil
TROMP-OMRÅDE	**Mål**	**2023**	**Diff 2013**
Centrum	15%	18%	-7%
Slottstaden	25%	26%	-7%
Västra Hamnen och Nyhamnen	20%	25%	-5%
Norra hamnen	25%	-	-
Kirseberg	25%	30%	-4%
Rosengård/Sorgenfri	20%	23%	-8%
Fosie	30%	30%	-19%
Holma/Kroksbäck	30%	34%	-6%
Limhamn	35%	34%	-20%

Daily trips done by citizens of Malmö



Travel surveys 2018, 2023 and goals for 2040

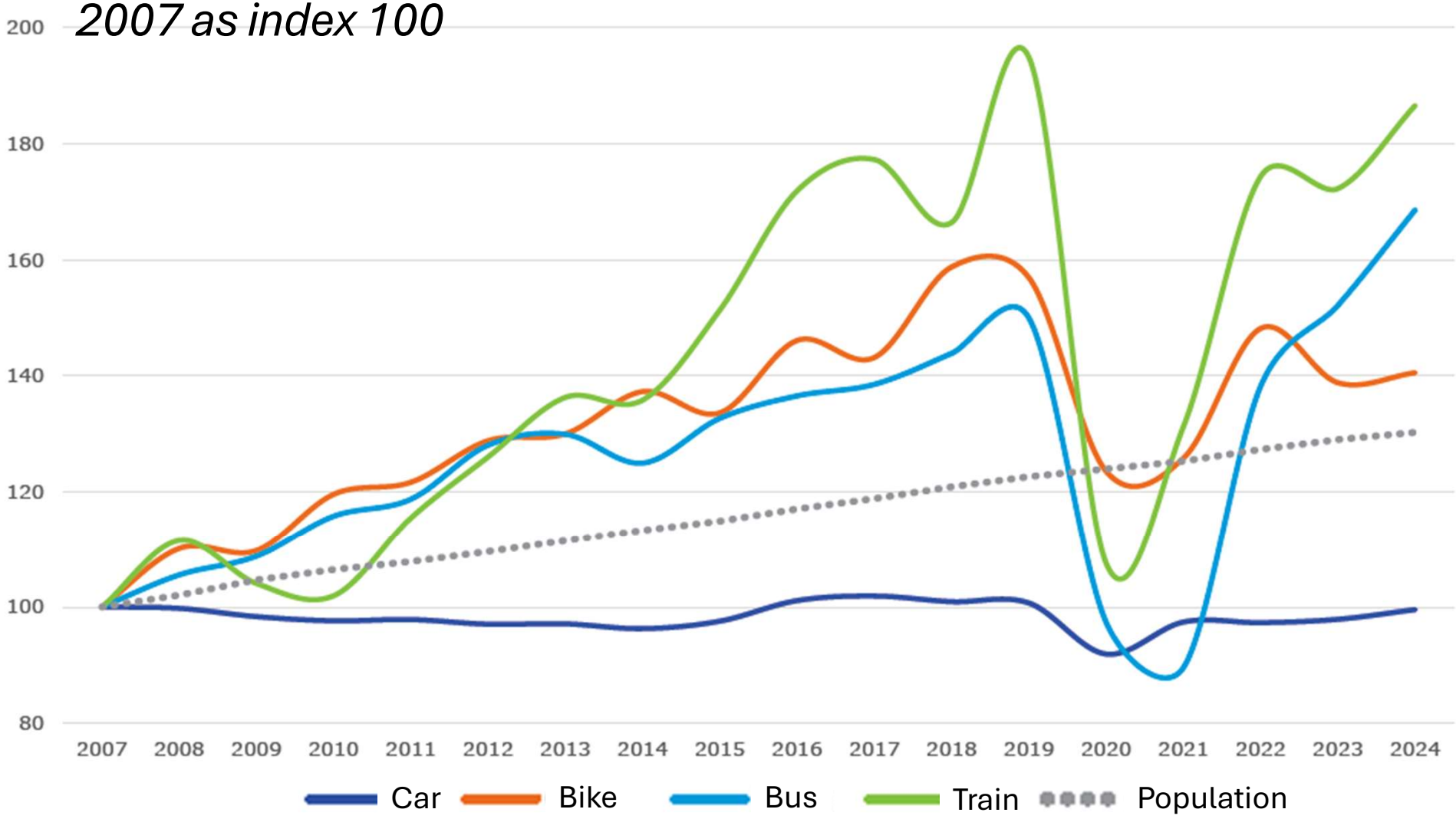

5%
35%
60%
Norr
Nordost
Ost & Sydost
Syd

MECHANICAL DATA COLLECTION

- Mechanical collection is made by:
  - **Built in tubes** in the roads register passing vehicles weight class, speed and direction
  - Where we dont have built in tubes we put **rubber tubes.**
  - Another possible technology is using **radar**.
  - **Video analysis** is a new better way to get info on bicycle and pedestrian traffic

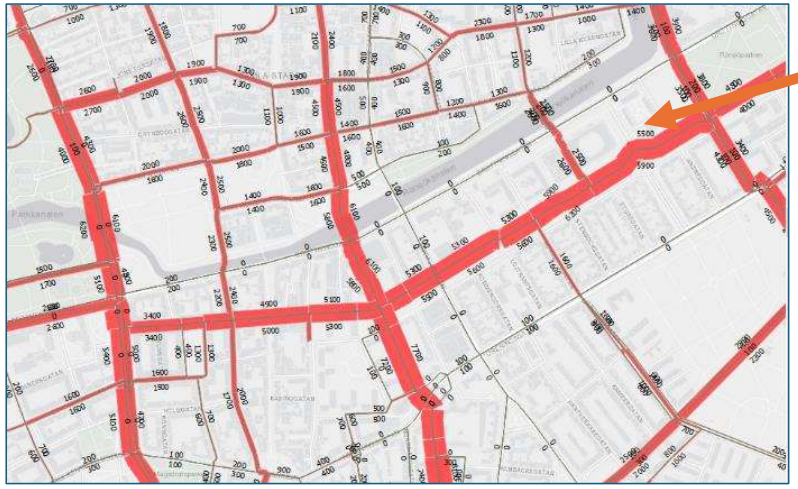
Traffic and population 2007–2024

2007 as index 100



Goal oriented micro analysis/ Traffic forecast- Malmö SUMP

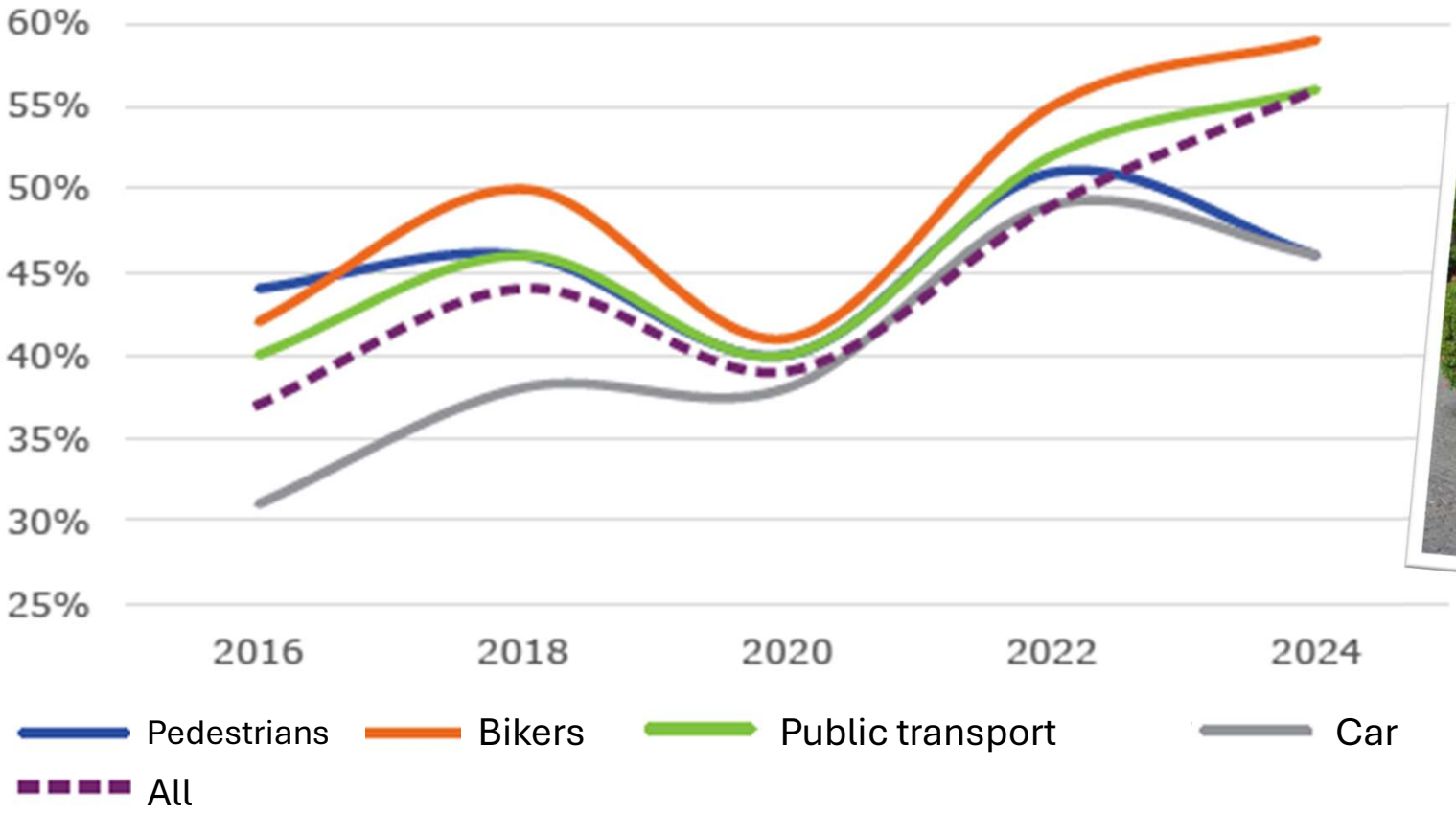
- **Traffic forecast based on SUMP scenario for Malmö**
- **Bicycleflows and carflows are modelled in separate models**



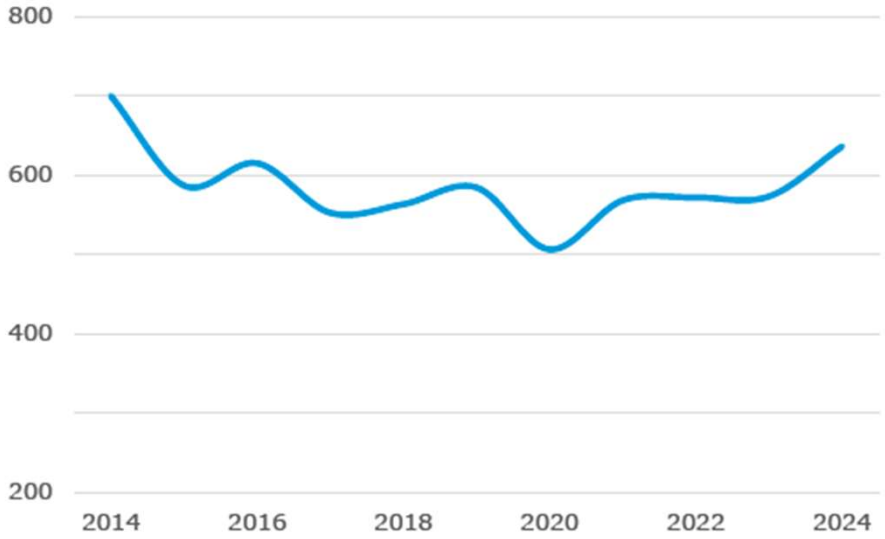
	Bil (%)	Cykel (%)	Kollektivtrafik (%)	Gång (%)
Centrum	10 (18)	[illegible] (29)	30 (32)	25 (20)
Slottstaden	20 [illegible]	40 (36)	25 (25)	15 (12)
Västra Hamnen och Nyhamnen	15 (25)	40 (34)	30 (25)	15 (14)
Norra och Östra Hamnen	40	10	50	0
Kirseberg	25 (30)	30 (32)	35 (25)	10 (10)
Rosengård/Sorgenfri	20 (23)	30 (28)	40 (36)	10 (12)
Fosie	25 (30)	30 (25)	40 (35)	5 (6)
Holma/Kroksbäck	25 (34)	30 (27)	35 (30)	10 (8)
Limhamn	25 (34)	30 (28)	35 (30)	10 (8)
Bunkeflostrand	40 (51)	15 (16)	40 (28)	5 (3)
Hyllie	20 (28)	20 (14)	50 (49)	10 (7)
Jägersro	25	30	35	10
Husie	35 (46)	25 (22)	30 (24)	10 (7)
Oxie	45 (59)	15 (10)	35 (28)	5 (3)
Tygelsjö	45 (68)	15 (12)	35 (19)	5 (1)
SUMMA	[illegible] (30)	30 (27)	35 (31)	12 (11)

It shows the actual effects on traffic
Makes argument for how to physically plan
Makes it easier for decisionmakers to achieve set goals

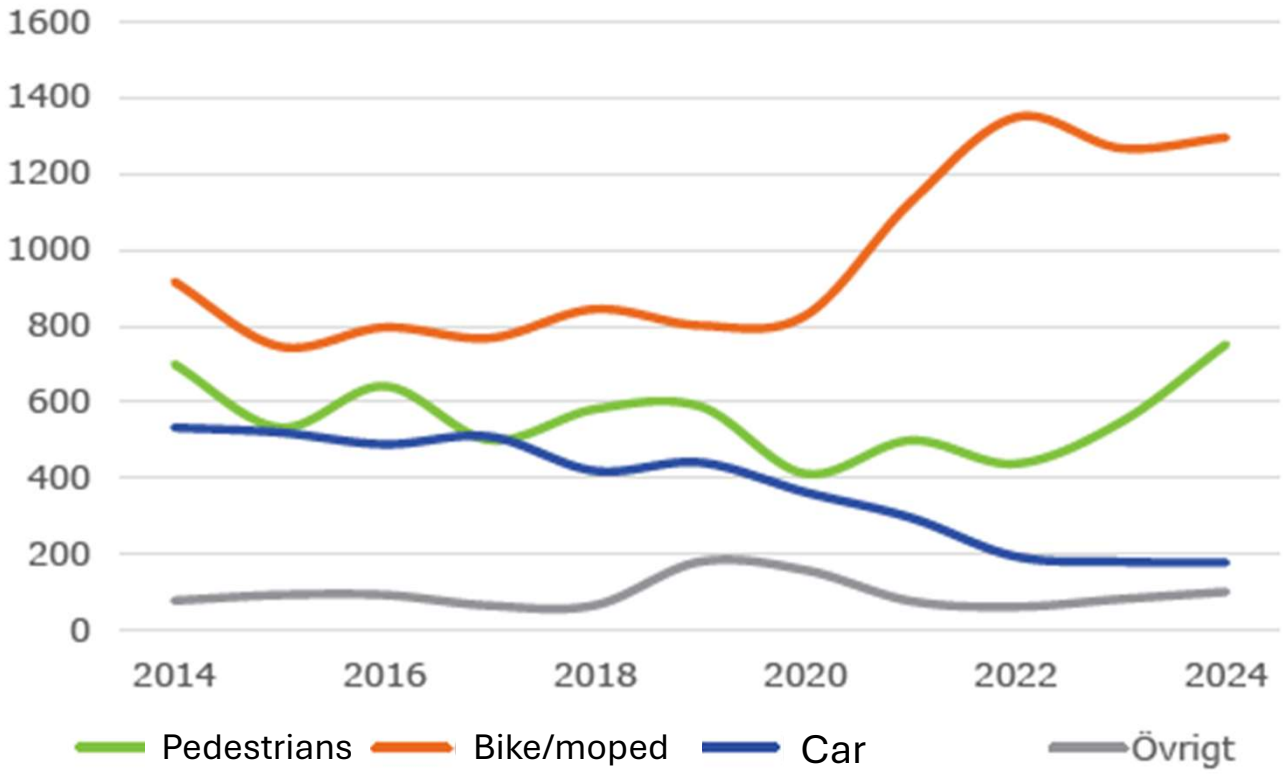
Attitude - Share of inhabitants who find the traffic situation good or very good (survey every 2 years)



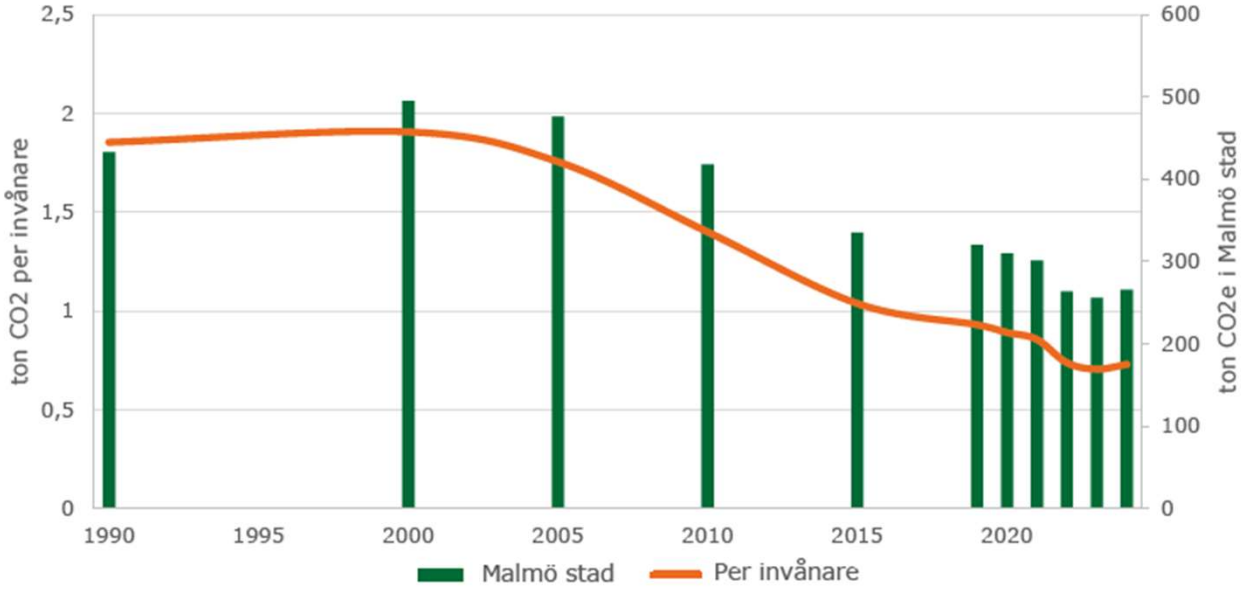
Traffic safety



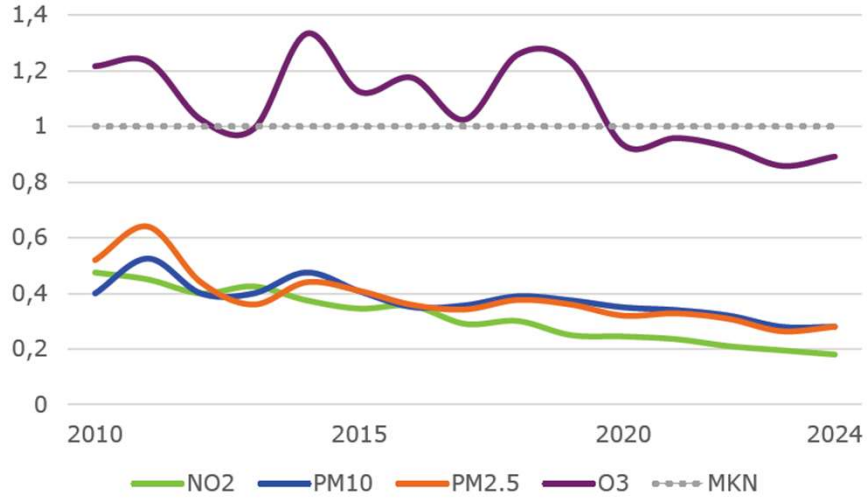
Number of accidents/ 100k citizens



Greenhouse gas from road traffic



Air quality



Overall assessment in an annual traffic summary

Thank you for your attention!