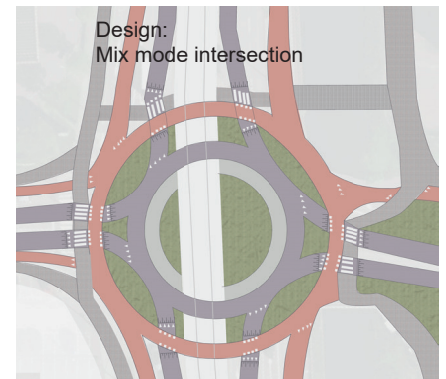


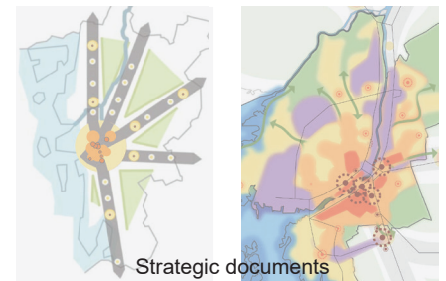
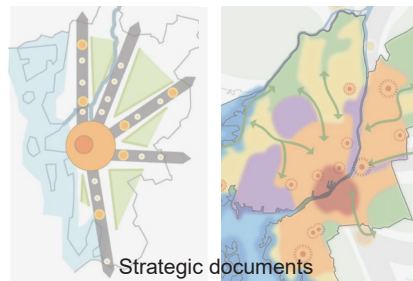
ALEKSEJ BEILIN

WHAT CAN BE DONE TO IMPROVE CONDITIONS FOR MICRO MOBILITY IN URBAN MIX MODE INTERSECTIONS THROUGH STRATEGIC DOCUMENTS?



↑ Conditions ↑

↑ Conditions ↑



CRITICAL SPATIAL PERSPECTIVES

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The purpose of this report was to investigate how planning instances in the city of Gothenburg, Sweden, could help create better conditions for micro mobility in urban mixed mode intersections. The results are most directly applied to Gothenburg, but the conclusions could be generalized through a context analysis and attributed to other locations as well. The methodology was to create feedback to strategic documents through a triangulation between context analysis of theory, a case study and strategic documents concerning the case study. The theory included basic traffic safety as well as flow theory, and urban planning theories concerning new urbanism ideas and economical aspects linked to region growth. Among strategic documents included were a regional plan, municipal comprehensive plans, municipal transport strategy, municipal bicycle plan, multi municipal public transport plan, a detailed comprehensive plan and national and municipal dimension standards. The case study subject was of an urban mixed mode intersection located along Gothenburg's bicycle commuter network, in an area that was transitioning from industrial to mixed land use. The intersection is between Mölndalsvägen, Fredrikdalsgatan and Sankt Sigfridsgatan, with the

coordinates 57.683871N, 12.000128E. The results showed that many structural problems encountered in the case study would have been best solved in other scales, such as of an area or a region. An area scale can be appropriate to dedicate space for transport corridors and decide the priority, between modes of transport, within them. Frequency and type of connection, between transport corridors, can preferably also be solved in an area scale, through placement and design of intersections, stations and parking. If transport corridors and their connection can't handle expected flows, it is suggested that either a budget for grade separation is given, or a limitation of flow type or destinations is created. Guidance for which of these strategies is applicable where, can be given from a region scaled document. In the case of Gothenburg, working more with area scaled documents, and giving them more power is highly recommended. A stronger infrastructural basis in Gothenburg's comprehensive plan is also suggested, to know where different transport strategies are applicable.

Keywords : Micro mobility, intersection, bicycle, urban planning