

Proposal for improvement in Ronneholm and Davidshall/ Lugnet



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MORFOLOGY, HISTORIAL BACKGROUND AND LAND USE

RÖNNEHOLM

Rönneholm has a mix of buildings from several different time eras which gives the area a heterogeneous character. Most of the buildings in the district date from the 1930s and are built in the functionalist style, which consist of slatted houses and plastered facades. However, the quarters in the western parts of Rönneholm were mainly built during the 1940s and 1950s with slatted houses consisting of three or four floors with flat gable roofs with both private, semi private and open quarters. In total there are approximately 4800 apartments in Rönneholm today and about three quarters of the apartments are private rentals and the rest are condominiums.

The area has mostly residential buildings with a lot of green areas and a sizeable educational institution adjacent to the main park.

Housing is dominant in the area with a widespread variety of other functions. There is no clear main shopping street or district. But a slight gravitation of more public functions towards the larger streets encircling Rönneholm. In comparison, there are far more green spaces in Rönneholm.



Fig 3. Morfologi map with contextualisation

DAVIDSHALL AND LUGNET

Lugnet emerged during the industrial era in Malmö and was transformed into a working-class neighborhood. Back then, Lugnet mainly consisted of single-storey brick buildings, but in the early 1960s it was decided that the entire block would be demolished. The reason for this was because of the condition of the houses, which were considered too unworthy and outdated. Instead of one-storey houses, they invested on a large scale, obliterated the street grid, replaced the houses with modern prefabricated concrete blocks and started building at height.

The Davidshall area has a rich history and consists of rental and residential apartments from the early 20th century onwards, around four storeys high, which once were home to many factory workers. Most of the blocks are closed with private courtyards and along Kocksgatan you will find some of Malmö's most expensive streets. Along Södra Förstadsgatan, which is a pedestrian street, we can find apartment buildings with a wide range of different types of shops and entertainment on the ground floor along the street. In the middle of the area Davidshallstorg is located, surrounded by a number of restaurants and outdoor cafés, as well as square shops during the day. Davidshall is also an easily accessible area whether you walk, cycle, take the bus or drive. Parking is available in the middle of the square and on small streets throughout the area.

According to land use, the area can be categorized as residential. Housing is dominant in the area, while we can clearly see where the main shopping street is located. A concentration of boutique and commerce along a single street is common and strategic since a spill-over effect can take place between different shops. Restaurants and cafés are more dispersed.



Fig 4. Land Use map over Rönneholm.



Fig 5. Functional map over Rönneholm.

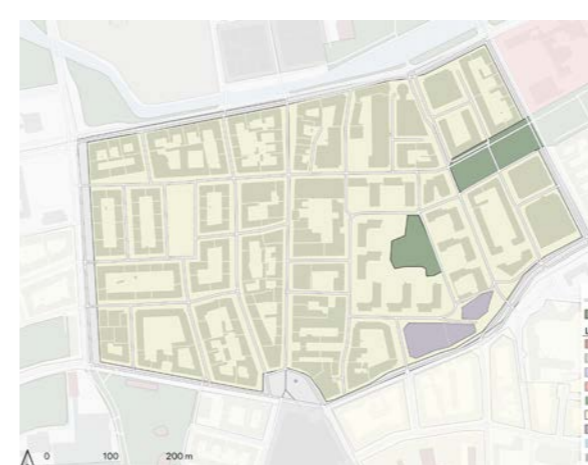


Fig 6. Land Use map over Davidshall and Lugnet.



Fig 7. Functional map over Davidshall and Lugnet.

ROAD HIERARCHY, BUS LINES AND PARKING

RÖNNEHOLM

Rönneholm is a district located just outside the central parts of Malmö. The area is surrounded by busy district distributor roads that also pass through the area on the western side. Within the district there is a traditional grid and in the central parts some streets have been closed and turned into cul-de-sacs, in order to prevent thoroughfare traffic. Most streets in Rönneholm are characterized by sidewalks on both sides and parking is provided along the streets and in underground garages belonging to the properties. The district does not provide public transport through the area, but a number of bus stations are located along the boundaries of the distinct distributor roads around the area. In contrast to Davidshall/Lugnet, Most of Rönneholms local distributor roads are connected to the district distributor roads.

Organized parking space is a limited commodity in Rönneholm. There are no public parking garages and the only official parking space is located at Rönneholms förskola, with the purpose of easing picking up and leaving kids at the preschool. There are some smaller residential parking spaces available, but the majority of car users in the area are referred to using the streets as parking space. When a good proportion of the streets are occupied by parked vehicles, space and capacity becomes limited for both cars in motion, as well for bicyclists.



Fig 8. Road hierarchy in Rönneholm.



Fig. 9. Parking facilities in Rönneholm.



Fig. 10. Photography of Fågelbacksgatan in Rönneholm.

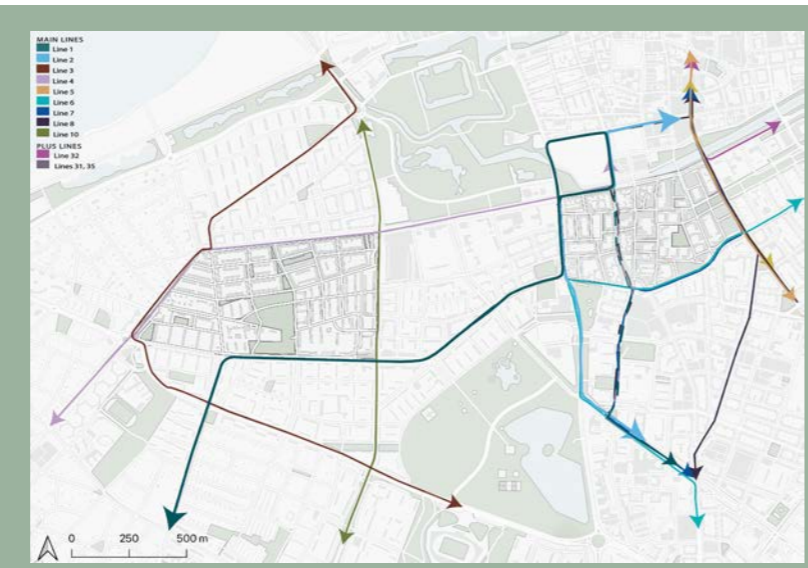


Fig 11. Today's bus routes in Malmö, showing good connections to Rönneholm, Davidshall & Lugnet. Data is from Skånetrafiken.

DAVIDSHALL AND LUGNET

Similar to Rönneholm, the area of Davidshall and Lugnet is surrounded by busy district distributor roads that also pass through the district. Lugnet and Davidshall together form an unorganized grid that is divided by the pedestrian street called "Södra Förstadsgatan". Södra Förstadsgatan is categorized as an access road due to being used for deliveries and services to the shops lining the street. Even though it is mostly used by pedestrians, Södra Förstadsgatan does allow slow moving vehicles with specific purposes. The pedestrian street also leads people from Gustav Adolfs square to Triangeln and has therefore become a popular thoroughfare.

In contrast to Lugnet which mostly consists of pedestrian routes and Cul de cac, Davidshall contains more of coherent local roads that connects to the district distributor roads around the area.

In Davidshall and Lugnet there is good availability of parking facilities, such as garages. This limits the need for parking in the street, while street parking still exists. Due to the high number of stores, cafés and entertainment in the area, loading docks and handicap parking spaces are numerous.

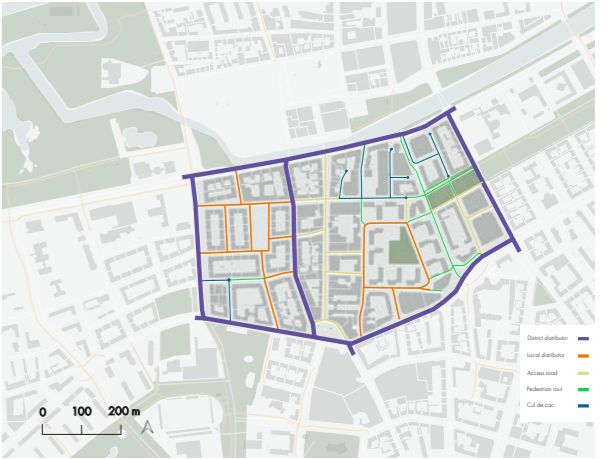


Fig 12. Road hierarchy in Davidshall and Lugnet.



Fig 13. Parking facilities in Davidshall and Lugnet.

Bus connections are well developed in both areas, this means that travelers have more options in getting to and from their homes and other destinations. Rönneholm has eight bus stops while Davidshall and Lugnet have three and two more nearby.

Public transit closely connects our chosen areas with the rest of Malmö, and is generally viewed as a secure and reliable method of transport. Rönneholm being surrounded by semi-evenly spaced bus stops provide a close connectivity to transit opportunities. And while Davidshall and Lugnet may not be as surrounded by bus stops they have two large stations in near proximity, Triangeln and Gustav Adolfs, with Triangeln providing both bus and train. In general, a closeness to public transit and a high frequency in departures are key in promoting sustainable travel.



Fig 14. Photography of Storgatan in Davidshall.

TRAFFIC FLOW DURING DIFFERENT HOURS

RÖNNEHOLM

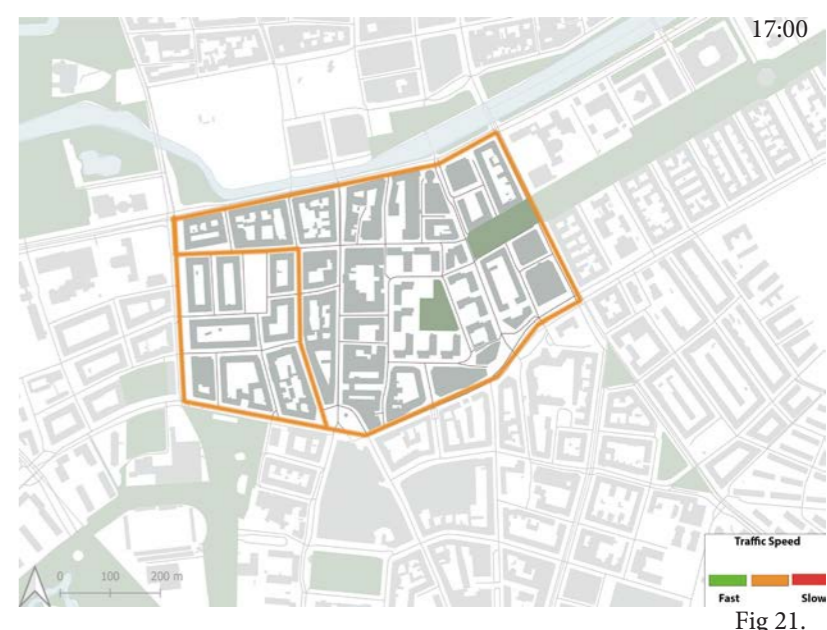
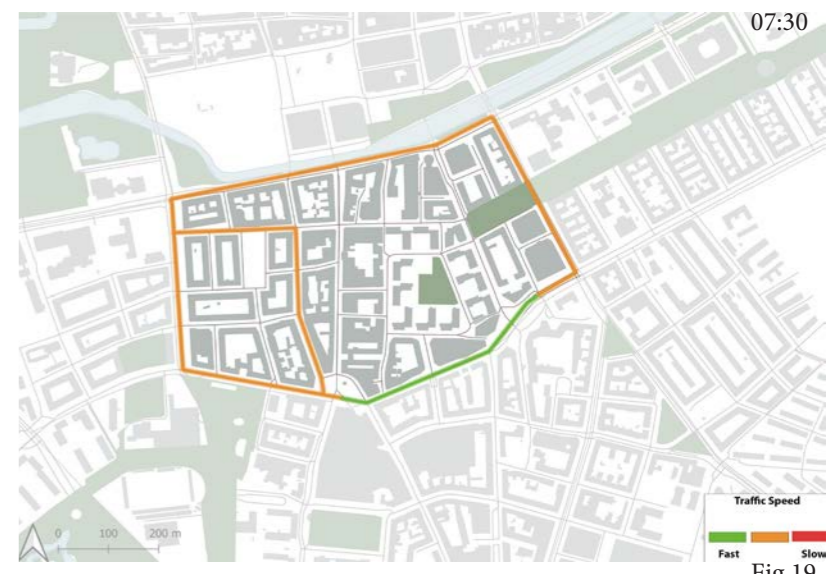


Using the google maps traffic feature to get a general idea of typical traffic conditions on a Monday. As we can see from the illustrations above google maps only includes information on the main district distributors and specific local distributors with higher traffic congestion. Remaining roads presumably do not see enough traffic to warrant documentation. This coheres with our general observations as well.

From these illustrations we can deduce that the roads are generally well structured to hold the typical traffic that is today, as we do not see much indication of slow traffic.

The streets which are shown in red are all leading into and out of the larger intersections in the area, which is understandable. The fact that the typical traffic flow is quite high, in the center of Malmö, goes to show that it is designed for cars.

DAVIDSHALL AND LUGNET



RÖNNEHOLM

As for cycling in the chosen areas it is the issue of safety which holds a discouraging factor. The existence of bicycle lanes does not guarantee a safe passage. There are problems with visibility, street crossings and connectivity. As there are certain streets that host good bike lanes, but they are interrupted by disconnectivity. For instance, if you wish to cycle between Rönneholm and Davidshall you might very well take Regementsgatan. Regementsgatan has a good bike lane, separated from heavier traffic, however it dips in safety at the crossing of Mariedalsvägen, with a heavy traffic crossing and poor visibility by the nearby bus stop.

In Rönneholm, bike accidents are mostly concentrated on the larger, surrounding roads Regementsgatan, Mariedalsvägen, Köpenhamnsvägen and Erikslustvägen. These roads are primarily adapted to car traffic, with either shared street space or smaller, separate lanes for bikes. The highest occurrence of bike accidents within the area are located along the path Fågelbacksgatan-Rönneholmsparken-Nordlins väg. This might be explained by the fact that the path stretches from central Malmö to the western parts of the city, making it a useful path for bicyclists heading in those directions. The streets along the path are rather thin, with parked cars on the streets in both directions and a limited, shared space for driving and bicycling. Visibility is compromised and the opportunity to keep a safety distance between cars and bikes is limited.

Similar to Davidshall and Lugnet, car accidents in Rönneholm mostly occur along the district distributor roads and the local distributor roads. The reason for this can be because of the heavy traffic and the fact that bicyclists and cars share the same space in many areas around the area. Some streets suffer from problems with insufficient visibility, crosswalks and connectivity, which could be possible reasons for the accidents happening there.



Fig 23. Map representing bicycle paths in Rönneholm. The area has eight bus stops around its area. The map also shows bicycle rental “Malmö by bike”, public bicycle parkings and a bike pump station.



Fig 24. Map showing bicycle accidents in Rönneholm.



Fig 25. Map showing car accidents in Rönneholm.

DAVIDSHALL AND LUGNET

At the crossing with Fersens väg, where the bike lane abruptly stops for cyclists wanting to continue straight ahead, and they are forced to either turn north or south. To finally reach Storgatan into Davidshall which is first hurdled by the suboptimal bike crossing and followed by a shared street with cars. It continues on to cross an access street with heavier motor traffic and public transit vehicles, as well as a highly trafficked pedestrian shopping street before finally connecting with a proper bike lane again that is Kungsgatan and Kaptensgatan.

Bike accidents in Davidshall and Lugnet mostly occur along Storgatan and the part of Östra Rönneholmsvägen close to Triangel-torget. Storgatan is a mixed-use street, where bicyclists, pedestrians and cars share space. Pedestrians may use the sidewalks, but bicyclists and cars have no separate lanes. Observations of the street have shown that it is unclear to users who have right-of-way at intersections, which tends to slow down traffic and make users more aware of each other. On the other hand, Storgatan is a part of a bigger bicycle network covering large parts of central Malmö. This means that a big share of the bicyclists moving along Storgatan is using the street to get to and from work/school, which puts the street under a lot of pressure during commuting hours. There is a natural connection between heavy usage and a higher amount of accidents, which may be the case in Storgatan. Östra Rönneholmsvägen is a highly trafficked road, where bicyclists either are referred to thinner bike lanes or to sharing space with cars. Options for crossing the road safely by bike are limited, which might explain the higher occurrence of accidents.

Car accidents in Davidshall and Lugnet mostly occur along the district distributor roads that surround the area and are heavily trafficked most hours of the day. On most streets in Davidshalls and Lugnet, bicyclists and cars share the same place since they don't have separate lanes. With observations being made of the streets in the district, it's proven to be unclear who has precedence at the intersections and therefore tends to decelerate the traffic and create unsafe areas.



Fig 26. Map showing bicycle paths in Davidshall and Lugnet, public parkings for bicycles and even bike rental by “Malmö By Bike”. The area has one public bicycle pump and three bus stops.



Fig 27. Map showing bicycle accidents in Davidshall and Lugnet.



Fig 28. Map over car accidents in Davidshall and Lugnet.

ACCESSABILITY TO IMPORTANT PLACES IN MALMÖ

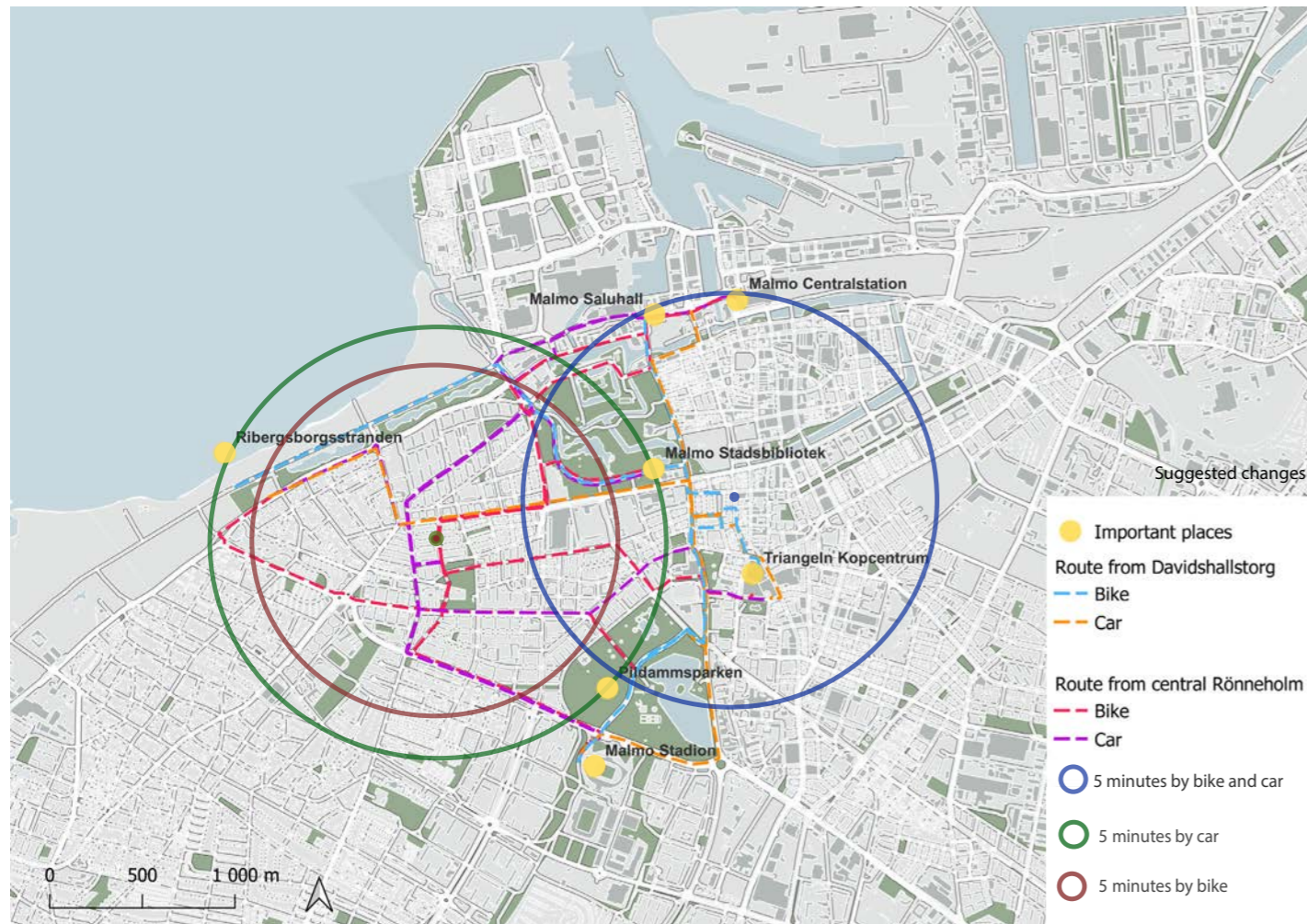


Fig 29. Important places in Malmö and distance measured in 5 minutes travel time.

Both Davidshall, Lugnet and Rönneholm are centrally located areas in Malmö. They all have good accessibility to important places in the city. Just five minutes by bike or car gives residents access to several of the city's main attractions, and the difference in travel time between the two modes of travel is almost non-existent. From Davidshallstorg one can travel the exact same distance within 5 minutes, regardless of choosing to drive a car or moving by bike. From central Rönneholm the achieved distance differs slightly, getting approximately 200 meters further within 5 minutes when using the car.

Showing the distance in time, rather than physical distance, may persuade travellers to choose their bikes over their cars. Since no time is saved, travellers don't experience any time loss, but rather, may experience the benefits in health, wellbeing and economics that occurs when travelling by bike.



Fig 30. Image: pch.vector (2023).



Fig 31. Image: pch.vector (2023).

THE SUPERBIKE ROUTE

Malmö Stad plans to construct a Superbike Route in the coming years. Parts of the work has already begun, the section in Värnhem already finished.

The Superbike Route will be a cycle path of higher quality and increased coherence along the way. This road will accommodate a larger amount of bicyclists than the current bicycle paths.

Bicyclists will not be hindered by other oncoming bicyclists, for example when overtaking, which will make them feel safer and increase the opportunity to move at their own pace.

The city of Malmö strives for a greener, denser and more mixed-use city, therefore it is important to connect the central part with outer areas of the city. The goal is for trips made by bicycle to increase by at least 30% by 2030 at the latest, currently it is 26% Malmö stad (2023).

The aim of this super cycle track is to promote cycling and create greater capacity and comfort for cyclists. The Supercycle route will pass Davidshall & Lugnet and Rönneholm, as can be seen in the image below.



Fig 32. Image: Nadya Ustyuzhantseva (2020).

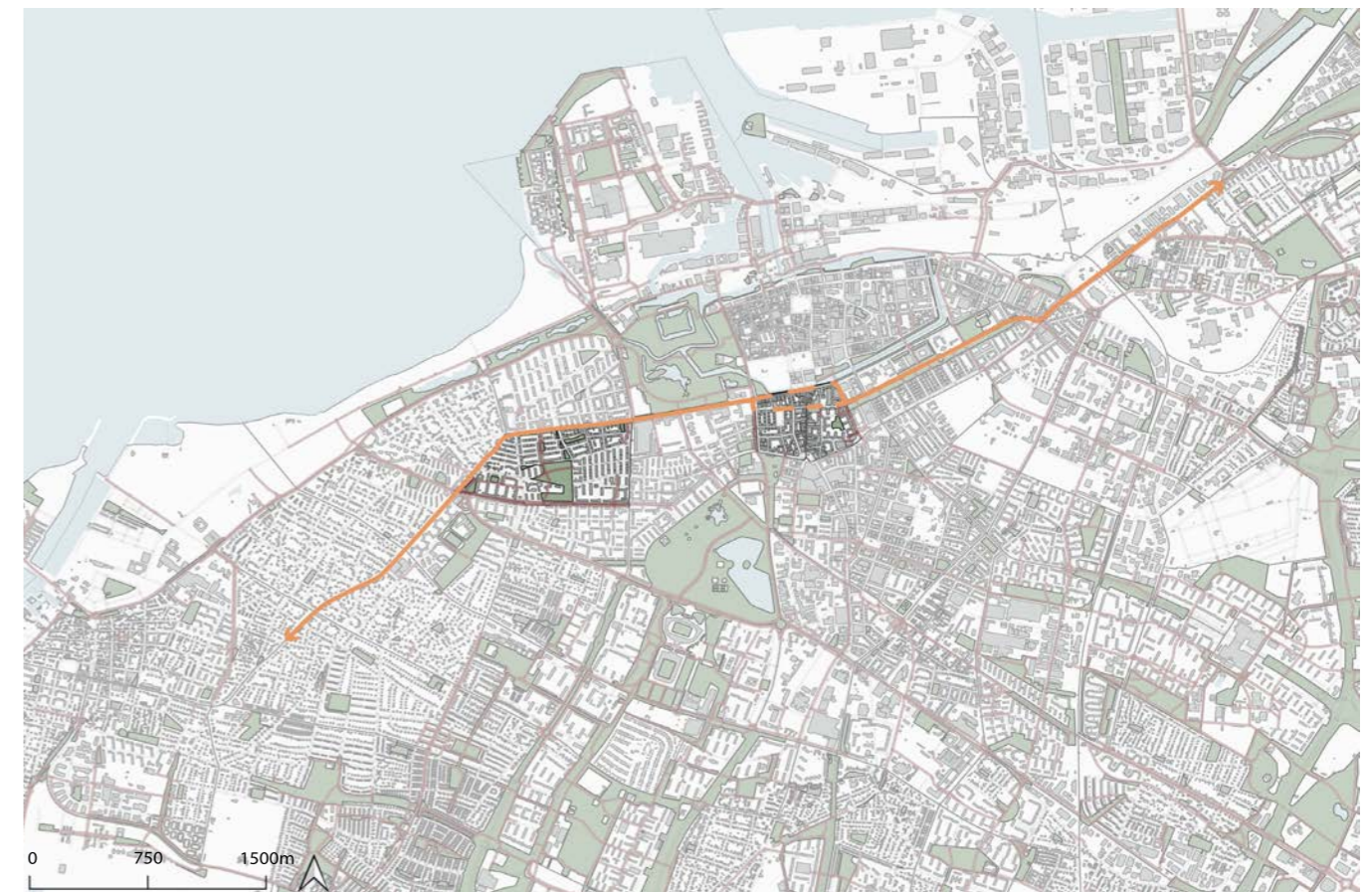


Fig 33. Map over Malmö Stads planned Superbike route

SURVEY AND COMPARISON BETWEEN THE AREAS

SURVEY RESULTS

We created a survey using google's survey function. Our aim was to gain feedback from the residents of Rönneholm and Davidshall/Lugnet on their thoughts and feelings about the traffic in their respective areas. By creating a QR-code to our survey we strategically placed flyers in the areas to try to reach as many people as possible. As we were specifically interested in the experience of car-users and what it would take for them to leave their car and choose bike as a preferred mode instead, we placed some flyers on parking meters.

Survey Rönneholm

A survey was carried out in Rönneholm, eleven people between 19-65+ years old answered it and nine of them live in the area. The majority of those who answered travel to work by public transport or by bicycle, only one takes the car to come out of the city. Those who live in Rönneholm believe that the biggest problem with the area's traffic is safety and that more bike lanes are needed. The issue with safety is described as unclear markings about who has priority in traffic, which creates confusion for cyclists, motorists, and also pedestrians. The visibility in several places in Rönneholm is described as poor. Which is also connected with unclear bike paths.

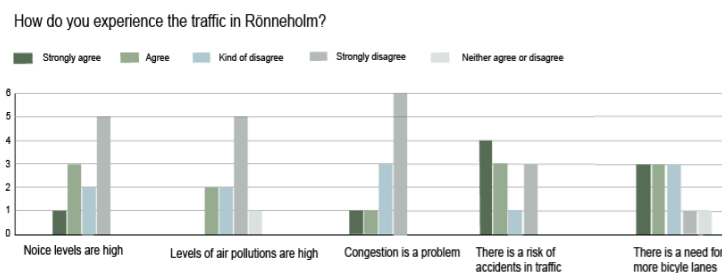


Fig 34. Experience of traffic in Rönneholm.

Conclusion of the surveys:

Those living in Rönneholm answered that they are less satisfied with the travel time to and from work/studies than those living in Davidshall & Lugnet. This may be because this area is more centrally located than Rönneholm. Those who have a car in the area mainly use it for large shopping or for transportation of larger objects, which makes it difficult to travel with public transport or bicycle in this specific case. From the respondents, it can be concluded that Rönneholm is perceived as calmer, quieter and cleaner than Davidshall & Lugnet. What both areas have in common is that both are perceived as easily accessible, but that the risk of accidents is perceived as high, there is a desire for more clear cycle paths and an improvement in safety.

"Remove the parking on the streets in Davidshall. As a resident on Storgatan one sees many cyclists that don't know traffic rules, that bikes in one-way streets and don't care about stopping at the stop-signs. Bad visibility at along Storgatan at Davidshallstorg, due på parked cars on the street."

- Anonymous interviewee

Survey Davidshall and Lugnet

The survey showed that all respondents between 19-55 years old live in an apartment in Davidshall and Lugnet areas. 80% of residents travel to work/studies outside the areas they live in, half cycle to work/studies and the other half walk, which takes between 5 and 30 minutes, and are satisfied with the time they spend on traveling. Noise levels, air pollution and partial congestion are experienced as high in areas. The survey was distinguished by the fact that residents feel a high risk of accidents and lack of bicycle spaces in Davidshall.

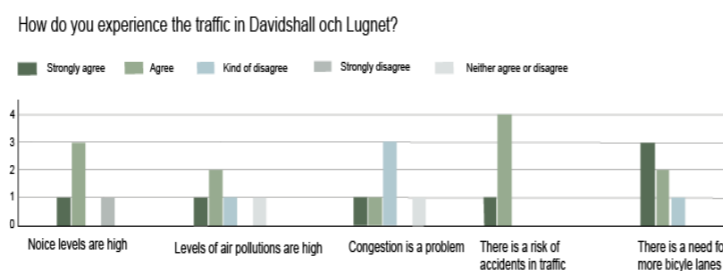


Fig 35. Experience of traffic in Davidshall and Lugnet.

COMPARISON BETWEEN THE INFRASTRUCTURE IN RÖNNEHOLM, DAVIDSHALL AND LUGNET

The morphology of the areas slightly differs as Davidshall/Lugnet is more densely built up with more private courtyards while Rönneholm's housing is more open and mostly consists of open courtyards. In contrast to Davidshall/Lugnet, Rönneholm possesses more public nature such as Rönneholmsparken which is a park centered in the district that extends over a large area. The park offers good opportunities for combined bicycle and pedestrian paths, which also makes the park a thoroughfare for moving around within the district. Overall, most of the buildings in the three areas are apartment buildings with some retail on the ground floors of the main streets in the form of restaurants, shopping, culture and entertainment. This applies mostly to Davidshall and Lugnet as the areas are divided by Malmö's pedestrian street - Södra Förstadsgatan which holds a lot of movement during most hours of the day due to its wide range of shopping and entertainment.

The overall infrastructure is structurally poised for mainly motor vehicle travel, especially in Rönneholm. This is evident in the dominance of larger streets. Davidshall and Lugnet have a wider variety of streets, with some being solely access streets. In none of the areas are you able to walk for a longer distance without being forced to cross a larger street at some point. However, both areas hold a somewhat large variety of functions making it possible to satiate most needs within a safely walkable distance. For work or activities taking place outside of our immediate area there is infrastructure in place to facilitate sustainable travel even over greater distances. The close proximity to both transit and the city center, as well as existing bike lanes, create conditions for sustainable travel.

The current infrastructure in Rönneholm gives residents and visitors somewhat good mobility and accessibility within the area and in connection with the rest of the city. Pedestrians have access to sidewalks in almost every street, whilst pedestrian crossings are close to non-existent in the smaller streets of the area. The area is still considered walkable, since it is small to the surface and relatively densely built. Traffic is often calm within the area, which makes it relatively safe for groups at risk, like children. Sidewalks are adapted to wheelchairs and elderly people with walkers, which strengthens accessibility. Cars and bikes share space in most of the streets, with the bigger surrounding roads being the exception, providing separate lanes. There are several bus stops located within walking distance of the area and the bus lines cover a large part of Malmö, providing good mobility for residents and visitors. One challenge in the Rönneholm area is that the levels of equality and justice differ for different modes of transport. Cars are dominating the streets, giving less space to alternative travel modes and creating environmental problems such as noise and air pollution.

The current infrastructure in Davidshall and Lugnet partly supports equality and justice, by providing good mobility and accessibility to a large part of Malmö. There is good availability of handicap parking space, sidewalks and pedestrian paths are somewhat adapted to physical disabilities and the area has good transit connections to the rest of the city. The area is characterized by its shopping street, Södra Förstadsgatan, which provides recreation to both residents from all of Malmö and visiting tourists. The ground of Södra Förstadsgatan is paved, which might be troublesome for people who are wheelchair bound or the elderly. Since Södra Förstadsgatan is located at an intersection where bicyclists and pedestrians meet, the pavement nevertheless helps to slow down the speed of bicyclists and thereby reduce the number of incidents.

PROPOSAL FOR IMPROVED MOBILITY MANAGEMENT

As concluded by our inventory of Rönneholm, Davidshall and Lugnet there is a physical possibility and a general willingness to travel more sustainably, but which is hindered by concerns for compromises in safety and comfort. Our focus quickly fell on bike paths since it is one of the most sustainable and potentially accessible modes of transportation, also given the areas' exceptionally central locations.

OUR VISION AND THE VISION OF THE CITY OF MALMÖ

The city of Malmö clearly states in their plan for the future that travel by bicycle is a priority, as it is a relatively cost-effective means to achieve more sustainability (Översiktsplan för Malmö - Planstrategi, 2018). Earlier planning has been done with the motor vehicle in mind, now it is the people who are the main focus.

As Schiller and Kenworthy discuss, streets have been merely passages, made solely for the fast travel of motor vehicles with no regard to the impacts it might have on the environment around it (Schiller & Kenworthy, 2017). We no longer simply want passages but rather work towards more of a place-feel. Even though this project is still focusing on traffic and the passing of people through these areas we are hoping to achieve a more place-like feeling by having fewer cars, less emissions and noise pollution.

The strategy as presented by the city of Malmö makes very clear that accessibility, comfort, and health for the people are to be the top priority. Obstacles to mobility, physical and mental, are to be eliminated. Traffic noise and emissions are to be minimized. With this the goal being an attractive, sustainable and inclusive city (Översiktsplan för Malmö - Planstrategi, 2018).

Diving deeper into their specific plan regarding bicycles it comes even more clear that the bike is the prioritized mode of the future. In seeking close contact and cooperations with Copenhagen they hope to establish a biking metropole of the Öresund Region. Copenhagen's unique biking culture and infrastructure are a major inspiration for Malmö. Further they elaborate on their intention to secure right-of-way for cyclists in crossings and whenever it comes in conflict with the motor vehicle, the bike is to be prioritized. The bike paths will be innovatively designed to transport a wider variety of bicycles, as well as developed parking conditions to encourage intermodalism (Översiktsplan för Malmö - Planstrategi, 2018). All of which we strive to include in our proposal.

MOBILITY MANAGEMENT

By adapting mobility management, we aspire to create a better foundation for sustainable transport options. Primarily, our focus is on strengthening and bettering the connectivity of a today somewhat existing bike path, leading from the center of Rönneholm through Davidshall and Lugnet. This would give the residents of Rönneholm a safe bike path not only to Davidshall and Lugnet, but also to the Triangle train station, promoting stronger intermodalism. Subsequently combating the "last (or first) mile problem" as Schiller and Kenworthy call it, while also removing certain motor vehicle amenities to further this bike path. Schiller and Kenworthy also discuss the effectiveness of incentives and disincentives when it comes to promoting sustainable travel (Schiller & Kenworthy, 2017). Our intention is to remove all parking along our elected streets, as well as making Storgatan a one-way street for motor vehicles, thus incentivising bike travel and disincentivizing car use.



Fig 36. Map over Malmö stad's Superbike route and our proposal for Rönneholm and Davidsall & Lugnet.



Fig 37. This map is showing new bike path and one-way street for cars.



Fig 38. Showing new bike path and one-way street for cars.

WIDTH OF A STREET

In the Design Guide for Smart Streets, it is determined that no bike path should ever be narrower than 1.5 meters, and for superbike routes the minimum should be 2.5 meters. Two way traffic on a single bike path is discouraged at all times as it compromises safety, especially in crossings and during take-overs, and could only possibly be implemented on smaller local streets with lower traffic (Designguide för Smarta gator.pdf, n.d.).

We concluded to have 2.5 meters bike paths in both areas. Our decision to have two-way traffic on a single bike path in Rönneholm, Fågelbacksgatan, was the low traffic rates on this specific local street. Whilst in Davidshall, Storgatan, we have observed a higher traffic rate, though we are also proposing steps to lower this, and as it connects with Fersens väg, a larger bike path, we want to create a safer crossing here, hence needing separate bike paths for each way of traffic.

Rönneholm being more of a residential area, and with Fågelbacksgatan connecting directly to the park and preschool, we wanted to provide a wider pedestrian path of 3 meters. Meanwhile, our street in Davidshall holds generally more traffic from bicycles than pedestrians, from what we observed. This and the need for more space for bike paths led to a slightly narrower 2.5 meters pedestrian walkway. The street for motor vehicles will, as stated earlier, become a one-way street but instead of the former 3.5 meters the motor vehicles will have 5 meters. This is to maintain access for emergency vehicles as well as deliveries to the many shops located within Davidshall and Lugnet.

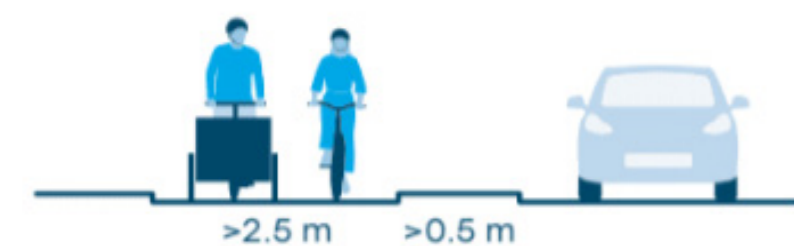


Fig 39. Reference project. Image: Smarta gator (w.y).

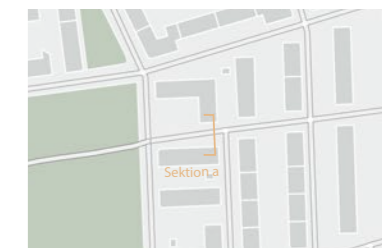
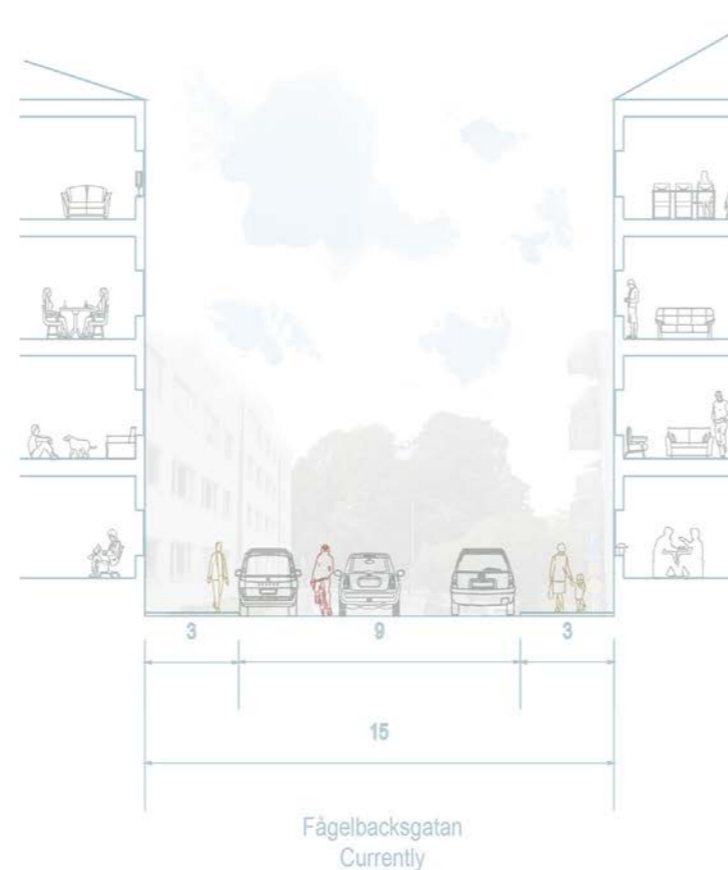


Fig 40. Sections over Fågelbacksgatan with crop-marker

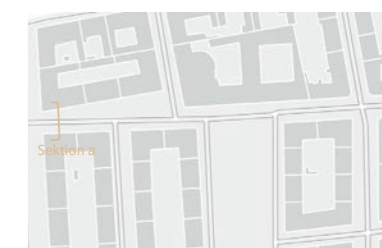
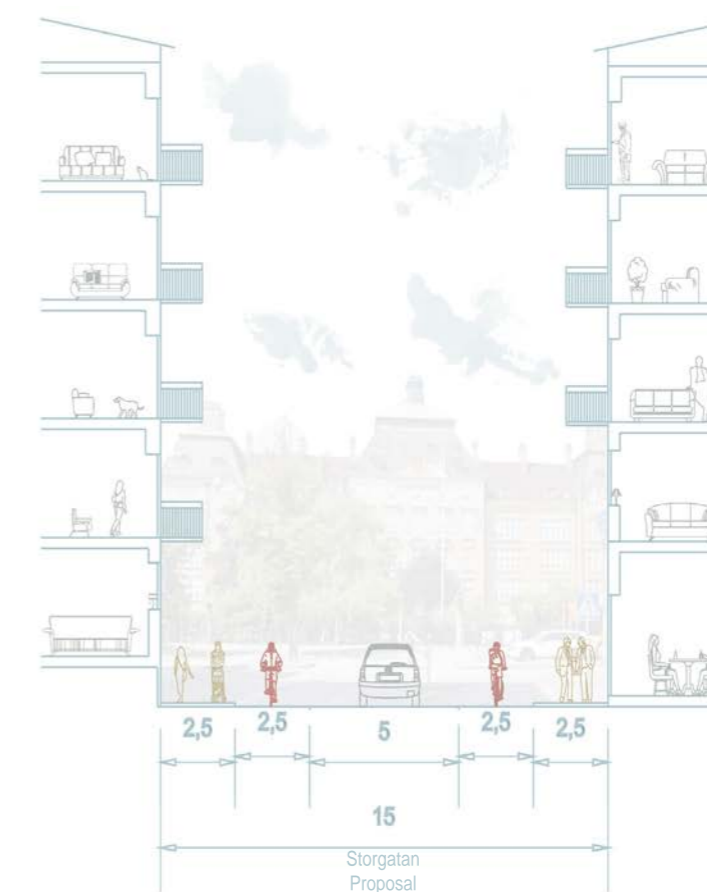
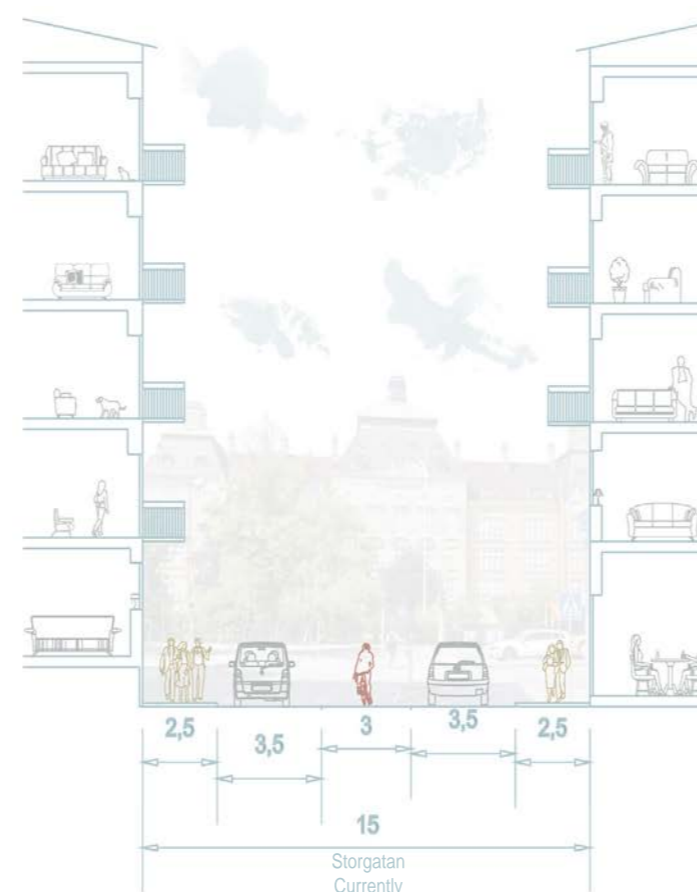


Fig 41. Sections over Fågelbacksgatan with crop-marker

THE NEW PATHS

The city of Malmö has over 600 kilometers of bike paths today (Hyrccykel, n.d.). However, what we found in our areas were problems with safety and connectivity. Now the city of Malmö is planning on creating a superbike route by 2024 going from Segevång in the northeast down to Limhamn in the southwest of Malmö (Nu bygger vi Malmö's första supercykelstråk, n.d.). This sounds like it will be somewhat of a bike highway, which is great for accessibility and commuting, and by furthering this through interconnectivity with smaller bike paths we can create a bike path network suitable for all.

Much like the traffic calming aspects discussed by Pharaos and Russel, in Traffic calming policy and performance The Netherlands, Denmark and Germany, a speed hierarchy of streets might be what we need for bikers as well as for cars (Pharaoh & Russell, 1991). And with connectivity, the city of Malmö states they intend to expand this superbike route to connect multiple areas of outer Malmö with the inner city, but we must not forget about interlocking the city within this network.

The Design Guide for Smart Streets, a collaboration project by Sweden's top technical universities, Gothenburg, Stockholm and others, highlights the need for local bike paths with reduced speeds to interconnect with the larger regional bike paths (Designguide för Smarta gator.pdf, n.d.).

This goes along with our proposal, as through our chosen areas runs an existing bike path today, though it is lacking in safety and connectivity. We see potential and believe it could be highly beneficial for all living in and around these areas if this was made a safe bike path. Focusing on Storgatan in Davidshall and Fågelbacksgatan in Rönneholm, we want to make it safer and simpler for everyone to travel by bike.

CONCLUSION

The city of Malmö has historically emerged as a “worker-city” dominated by heavy motor vehicle traffic. Environmental crises and over-population challenges call for a future with space-efficient and sustainable infrastructures. This means a step down of the number of motor vehicles and a subsequent mode shift. With changes to infrastructure to promote this.

Following our inventory of our chosen areas, the combined knowledge we have gained through this course and literature, we arrived at a proposal attempting to balance incentives for furthering travel by bicycle whilst disincentivizing the use of motor vehicles.

Our suggestions proposes separate bicycle lanes, which will contribute to increased security and visibility. The streets Fågelbacksgatan and Storgatan currently has wide space designated for cars, allowing parking to be situated on the streets. By removing stationary vehicles, such as parked cars, different modes of traffic will be given space on the streets.

The residents of Rönneholm and Davidshall & Lugnets expressed a desire for safer bicycle paths. Building these paths may aid Malmö Stad in reaching their goals of reducing car traffic by 30% to the year of 2030. By removing parking for cars and slimming down their accessible space, the usage of cars are discouraged. Travelling by bike will be promoted in a greater extension when given more space in the city. The paths may also increase comfort for both cyclists, car users and pedestrians, since the groups no longer has to share the same space on the street.



Fig 42. Vision over Fågelbacksgatan in Rönneholm.



Fig 43. Vision over Storgatan in Davidshall.

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