

# Cycle planning in Umeå



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*Cycling is to be an obvious choice and, together with walking and travelling by public transport, shall be the norm in the city. Cycling shall be integrated into all traffic planning and urban planning, and shall be prioritised with regard to operation and maintenance. Many journeys undertaken in Umeå are sufficiently short that they could easily be performed by bike, and this means that there is potential to increase the number of cycle journeys.*

## The optimal city

Surveys of travel behaviour show that a large number of people are prepared to cycle for distances of up to five kilometres. We are therefore planning that the city shall primarily grow within a five-kilometre radius from the city centre, as well as from the area around the university and hospital.

## Design and planning of the cycle path network

The cycle path network shall be direct, coherent, safe, secure and reliable. The main cycle path network in Umeå is planned so as to ensure that it connects all districts within the city to the two major destination areas, which are the city centre and the area around the university and hospital. The local network of cycle paths is a more intricate net that will be used both for travelling within the city's districts and for travelling to and from the main network. The municipality is working to ensure that residents in the urban area shall have access to the main cycle path network within 200 metres from their home.

At present, cyclists and pedestrians share the same paths throughout most of the network. To increase the passability of the main network, the municipality is working to provide dedicated paths that are solely for cyclists. Work is also being undertaken to ensure that cyclists shall be given priority at places where the main cycle path network intersects with the road network for cars. Where deemed necessary to increase road safety, raised cycle passages will also be built.

## Operation and maintenance

In order to maintain high comfort and passability for cyclists, it is important that the path is smooth and even, with a good road surface. Maintenance measures will be prioritised on the main cycle path network, which will also be inspected annually. A high winter maintenance service level is essential if cycling is to be possible in winter time. Snow clearance on the main network will be given the highest priority.

## Parking

The municipality is focusing on building more cycle parking in the city centre, where the need is greatest. To facilitate combined journeys using both bikes and public transport, cycle parking is being planned at bus stops in areas where many residents live more than 300 metres away from their closest bus stop. The initial focus will be on those bus stops located outside of a three-kilometre radius from the city centre.

## Monitoring

In order to be able to simply monitor the progress of the work, a number of indicators will be used. These will be followed up in an annual cycling report.

## Some of the areas and measures we are working with



### Safe paths to school

The municipality is also taking special measures to improve road safety and to increase the sense of security on journeys to and from school, by conducting an inventory of school routes and, where necessary, undertaking rebuilding work.



### Sweep-salting

In order to provide a higher standard and increased safety on footpaths and cycle paths during the winter, the municipality is testing sweep-salting. This is a method whereby snow clearance using ploughs is complemented by road sweeping and, in harsh weather conditions, by the spreading of a mild salt solution instead of sand or gravel.



### Safety, security and lighting

To increase safety and security, the municipality is working to supplement the lighting on the cycle path network, as well as performing painting work and enhancing the lighting in tunnels and underpasses for pedestrians and cyclists. The municipality will also review paths that pass between residential or wooded areas in order to increase safety and security.



### Cycle traffic measurements

Every year, the municipality measures the number of cyclists at around 40 locations. This information is then used to inform future planning decisions.



### Cycle parking at bus stops

Cycling can act as a complement to public transport. By building sheltered parking facilities for bikes at bus stops, the option of an entirely sustainable journey can be made more appealing.



### Direction signs and cycle map

Direction signs and a cycle map make it easier to travel by bike.



### Bicycle pumps

The municipality is providing bicycle pumps for public use at five different locations around the city.



### Biker's rest

It gives the cyclist something to lean on while waiting for the traffic light to change to green.



### Cycling Forum

This is a forum where organisations, politicians and officials can share information, engage in discussions and suggest proposals for issues concerning cycling. The Cycling Forum meets at least twice per year.



### Influencing behaviour

By means of a range of activities and campaigns, the municipality is working to encourage changes in behaviour within three main areas: road safety and cooperation in traffic, encouraging more people to cycle, and with regard to changes in infrastructure/rebuilding work.



### Accident statistics

The municipality has access to injury statistics dating back to the 1970s. These statistics are used as a basis for decision-making in the municipality's work to improve road safety.



### Diversions in the event of roadworks

In the event that a cycle path must be closed due to ongoing roadworks, a diversion route shall be provided.



### Umecyklisten

Umecyklisten is a cycling and road safety course that is offered to all school pupils in year 4, with the aim of increasing children's traffic awareness.



### U-bike

This is the municipality's pool of electric cargo bikes, which can be rented by the public. The bikes are available in different models, and the cycle garages are heated. U-bike is a collaborative project with private partners who are responsible for the garages. [www.ubike.se](http://www.ubike.se)



### Comments and opinions

Citizens are invited to submit feedback with comments and opinions, and to report any faults affecting roads, parks and traffic. This tool is available both on the internet and as an app. [www.umea.se/felanmalan](http://www.umea.se/felanmalan)

**90 %**

of Umeå residents have access to a bicycle

**83.7 %**

of all people within the urban area have access to a main cycle path network within 200 metres (2016)

**29 %**

of urban Umeå residents perform their daily journeys by bike

**246 km**

of municipal pedestrian and cycle paths (2017)

**One in five**

Umeå residents uses their bicycle during the winter