

Odense Kommune - September 2008

3. Nordiske Bæredygtighedskonference

Drejebog for klimahandlinger i Norden

TEMA:

TRANSPORT

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1. **FORORD**

Odense Kommune var vært for den 3. Nordiske Bæredygtighedskonference d. 15.-17. september 2008. Konferencen gik under navnet "One Small Step" og fokuserede på lokale klimahandlinger, der kan gennemføres i Norden.

Konferencens deltagere fik mulighed for at arbejde med, hvordan vi i Norden får sat gang i handlinger, der giver ambitiøse lokale bidrag til løsningen af klimaudfordringen inden for de følgende fem spor:

- Forbrug
- Transport
- Energi
- Biodiversitet
- Byggeri og Byplanlægning

Udveksling af handlinger

Deltagerne på konferencen satte i høj grad deres individuelle præg på konferencens indhold og var dermed med til at give hinanden inspiration, praktisk viden og forhåbentligt gode kontakter, der kan bidrage til den lokale nordiske klimaindsats.

Under en del af konferencen udvekslede deltagerne handlingsmuligheder inden for de fem spor. På en efterfølgende workshop blev der udarbejdet planer for, hvordan handlingerne kan føres ud i livet. Mange af deltagerne gik fra konferencen med en personlig handlingsplan, for hvordan de fører den handling de arbejdede med ud i livet.

Denne drejebog for den lokale klimaindsats på transportområdet i Norden er sammenskrivningen af noterne for de handlinger, som konferencedeltagerne udvekslede og arbejdede med under konferencen i Odense. Dermed har du nu også muligheden for at lade dig inspirere af konferencedeltagernes mange væsentlige handlingsforslag!

Ekspertbidrag

I februar 2008 inviterede Odense Kommune håndplukkede eksperter til at give deres bud på særligt interessante lokale klimahandlinger i Norden. Op til ti eksper-

ter inden for hvert spor diskuterede over en to dages workshop deres handlingsforslag igennem og kom op med en god håndfuld anbefalede handlinger.

Eksperternes var samlet fra hele norden. De repræsenterer et stærkt udvalg af relevante erfaringer fra arbejdet med klimaudfordringen inden for erhvervslivet, kommunerne, centraladministrationen samt interesse- og forskningsorganisationer. Deres foreslåede handlinger var et inspirationsoplæg til selve konferencen, hvor en række af eksperterne selv deltog. Samtidig er handlingerne et solidt indspil til drejebøgerne for de fem spor, hvorfor de også er taget med her.

Eksperternes handlingerne blev bl.a. bearbejdet i en øvelse kaldet backcasting, som foregik over tre trin:

1. Først blev der opstillet en vision for hvordan den enkelte handling tager sig ud, hvis den om femten år har været enormt succesfuld.
2. Herefter diskuteres, hvad der om fem år skal være på plads, for at vi er på vej til at kunne indfri visionen om femten år eller færre.
3. Endeligt planlægges, hvad der skal ske nu, hvis vi skal være på vej mod opfyldelse af visionen om fem år.

Resultatet af backcasting øvelsen fremgår af flere af handlingsbeskrivelserne og har til formål at starte med den fremadrettede vision for derefter at se på, hvordan visionen indfries.

Drejebogens indhold

Drejebogen indledes med ekspertgruppens oplæg til, hvordan de opfatter sporets relevans i forhold til klimaindsatsen i Norden.

Herefter fremhæves en række af de tendenser, der kan identificeres på tværs af de foreslåede handlinger (*Den del får jeg ikke tid til inden for budgettet, men jeg vil anbefale, at den laves*).

Herefter følger beskrivelser af ekspertgruppernes handlingsforslag.

Endeligt kommer forslagene fra konferencens deltagere.

2. **INDLEDNING**

The starting point for the transport track is that changes in regional and urban transport and mobility are essential elements in helping to mitigate climate change. In order to reduce the contribution from transport and mobility integrated strategies at the local level are necessary.

The particular solutions that the group has discussed and hereby present for further discussion and refinement should not be seen as individual, isolated ‘climate measures’, but considered as mutually reinforcing components of comprehensive strategies for making cities and urban areas environmentally sustainable, liveable and economically viable.

Overall there is a need to reduce the dominance of private cars in the cities and urban areas, to promote dense, mobility efficient urban structures and to provide alternative modes and ways to organize transport systems and flows. To make this happen there is a need both for ‘sustainable urban transport’ planning frameworks that are actually implemented, as well as processes to ensure political and public support to actually undertake the necessary changes.

For this dual purpose the transport group of experts recommends a general strategy including the following elements:

- Creating a vision for a sustainable and attractive city.
- Appoint ambassadors for the spread of the vision.
- Specification of clear goals that set the framework for the particular measures.
- Introduction of measures to reduce car traffic and promote alternative modes of transport.
- Appointment of an implementing organisation and allocation of the necessary budget for implementation
- Continuous and effective communication between politicians, citizens, businesses and other stakeholders, taking all views into account.
- The political level takes leadership of the change process

- Plans and measures are monitored and evaluated and progress is communicated to the public and the decision makers.

For the initiation of such integrated transport strategy the group of experts recommends finding inspiration in cities such as Freiburg, Gent, Brügge, Strasbourg, Odense, Lund and London among others.

3. FÆLLES TENDENSER

Transportsporets handlinger beskæftiger sig på den ene side med udbudet af forskellige transportformer og på den anden side med behovet for transport gennem påvirkning af efterspørgslen. Det sker enten ud fra helt specifikke virkemidler, eller gennem en overordnet planlægning, der typisk er dybt integreret i den generelle byplanlægning. Hvordan handlingerne fordeler sig på denne inddeling kan ses i nedenstående tabel.

Overblik over handlingerne i transportsporet

	Udbud	Efterspørgsel
Overordnet planlægning	Public transport Freight transport Tung varetransport fra vejen til jernbanen	Mobility management Integrated Urban Structure and Transport System Reduktion af behovet for transport af varer og mennesker
Specifikke tiltag	Etablering af biogasinfrastruktur Parent's Walking Schoolbus Gratis bustransport	Road pricing Parking policy Managing the road space Fremme af cyklisme

Et par af handlinger er meget brede og derfor svære at placere i tabellen. Det drejer sig om "Integrated Urban Structure and Transport System", der går ud på at sammentænke byudviklingen med hele transportsystemet, og som derfor både arbejder med transport udbud og efterspørgsel. Det samme gælder til dels også mobility management. Fremme af cyklisme er ligeledes meget bred og dækker en lang række tiltag. Langt de fleste virkemidler i de tre tiltag handler dog om, hvordan efterspørgslen påvirkes i retning af klimarigtige transportformer, hvorfor de er placeret i højre side af tabellen.

Myndighedernes initiativ

Selvom nogen handlinger sker i partnerskaber mellem en række partnere lægger langt de fleste tiltag op til, at de offentlige myndigheder tager teten. Der er tale om myndighedsudøvelse på en række forskellige niveauer.

Handlingerne i øverste venstre hjørne af tabellen ”Freight transport”, ”Public transport” og ”Tung varetransport fra vejen til jernbanen” taler alle om behovet for EU tiltag. Det skyldes at den overordnede planlægning af infrastrukturen for udbudet af forskellige transportformer kræver koordination på tværs af landegrænserne i Europa. Alle tre handlinger har dog også en national og lokal dimension, da det kræver planlægning af infrastrukturen på alle niveauer at fremme godstransport på bane.

I forhold til byplanlægningen er det først og fremmest kommunerne, der er udførende myndighed. De tre handlinger i øverste højre hjørne af tabellen henvender sig derfor primært til kommunerne. Dog handler mobility management i lige så høj grad om virksomhedernes transportplanlægning, f.eks. når den grafiske placering af arbejdspladser skal vælges. Alle tre handlinger drejer sig primært om, at indrette forskellige funktioner i forhold til hinanden på en måde, der giver et så lille transportbehov som muligt, og samtidig at indrette en transportinfrastrukturen, så den underbygger indretningen.

Handlingsforslagene i det nederste højre hjørne kommunerne en lang række specifikke virkemidler til at påvirke efterspørgslen af specifikke transportmidler. Det drejer sig om ”Road pricing” og ”Parking policy” til at mindske brugen af private biler og ”Managing the Road” og ”Fremme af cykler” til dels at bedre forholdene for cyklister, gående og offentlig transport og dels gøre det mere besværligt at køre biler og lastbiler i byen.

Partnerskaber

Endeligt opstiller handlingerne i nederste venstre hjørne forslag til, hvordan lokale partnerskaber kan fremme udbudet af en bestemt transportform. ”Etablering af biogasinfrastuktur” er helt afhængig af en lang række aktører herunder husholdninger og virksomheder, der skal sortere deres affald, private og offentlige investorer, der skal drive selve produktionen af biogas, samt busselskaber m.fl., der skal bruge biogassen som drivmiddel.

”Parent’s Walking Schoolbus” kræver først og fremmest samarbejde mellem forældre og de relevante institutioner, mens ”Gratis bustransport” først og fremmest er et samarbejde mellem de private busselskaber og kommunen.

Synergi

Ekspertgruppen appellerer i indledningen til at de enkelte handlinger tænkes ind i en større helhed: "The particular solutions ... should not be seen as individual, isolated 'climate measures', but considered as mutually reinforcing components of comprehensive strategies for making cities and urban areas environmentally sustainable, liveable and economically viable." Set i det perspektiv er det helt afgørende, at handlingerne på transportsporet tænkes ind i den indsats, der foreslås i de andre spor.

I forhold til behovet for mobilitet er særligt byudviklingen og vores forbrugsmønstre helt afgørende. Derfor er det især byplanlægningssporets handlinger "Bæredygtige bokoncepter" og "CO2 neutrale zoner i storbyen" og forbrugssporets "Æt smart" og "Lev Enklere" m.fl., der skal tænkes sammen med transporthandlinger på efterspørgselsområdet.

I forbindelse med udbudet af CO2 neutrale motordrevne transportformer er det først og fremmest vedvarende energikilder, der er relevante for transporthandlingerne. Her er der flere relevante handlinger vedrørende produktion af biomasse under biodiversitetssporet, mens den generelle energiforsyning under energisporet naturligvis også er relevant. Her har handlingen om biogasinfrastriktur allerede udnyttet den synergimulighed.

4. EKSPERTERNES HANDLENDSFORSLAG

4.1 ROAD PRICING

Road pricing is a way to reduce demands on vehicle transport through various direct charges applied for the use of roads. The road charges include fuel taxes, licence fees, parking taxes, tolls, and congestion charges. Some of these may vary by time of day, the specific road, or the specific vehicle type. By reducing vehicle use road pricing decreases congestion as well as emissions and other types of pollution.

In the US road pricing have been used for decades financing highway infrastructure. Now more and more European governments are giving serious consideration to pricing schemes as well as allowing congestion charges in cities as has been implemented in London, Stockholm and other European cities.

15 year vision

The goal is one common high-tech system for the whole country or alternatively at EU level, which can be used for all roads. The system integrates information from road data bases, vehicle register and GPS equipped vehicles. Price varies geographically and depends on the time of day.

The money earned through road pricing is used for continuous improvements of public transport and other forms of sustainable transport such as bicycles and walking.

Towards the vision 5 years from now

In five years we are close to a decision on the structure of the system at least at the national level or potentially at EU level. Crucial pilot projects have started in local areas throughout the Nordic countries or the EU. In addition national laws are in place establishing the necessary framework and financial support is available for local projects.

Nationally a debate on how to set up the road pricing system is helping to establish a common platform. At the local level the pilot projects are continuously drawing on local stakeholders for feedback and ideas.

The first steps

Local initiatives are under way and local pressure for a future road pricing system is gaining momentum. Good examples such as those from London and Stockholm could be used for inspiration.

Member states and the EU are quick to respond to pressure from the local level and research projects are initiated at the national and/or international level. The EU encourages and supports the development of enabling legislation at the national level

4.2 **PARKING POLICY**

Parking policy is maybe the strongest tool local actors have for reducing car usage and it can be implemented at municipality level or by any single employer.

In Trondheim 1100 of the municipality employees was in 2005 moved to centrally placed offices without available parking options with the exception of disabled. They all came from offices with freely available parking space. As a result the number of employees commuting by car was reduced from 51 % to 15 %. In spite of the drastic change 81 % still declared that they were overall happy with the new situation.

Many similar examples can be found on the US west coast. Some even combine the reduction of parking space with carrots for instance in the shape of extra holidays for the people who regularly walk or bicycle to work.

Obviously the strength of the measure is increased manifold when the municipality implement such parking policies in the entire city. It takes no national laws and no financing. In fact parking facilities are expensive to build and take up large areas of valuable land in city centres.

15 year vision

All cities will have parking charges and policies designed to help reduce car traffic and to assist in fulfilling other needs within urban planning and road space management etc.

The fundamental principle is that there is no such thing as free parking!

An overall plan has started a process of reducing parking in areas where road space is needed for other purposes. Also some parking is reserved for special purposes such as car sharing, clubs and companies. Parking policies are a necessary supplement to road pricing in larger cities and towns.

Towards the vision 5 years from now

By 2013 a parking plan covering both public and private areas is in place, with

charges for the public ones.

Relocation has taken place of those parking places that were formerly occupying road space now used for other purposes such as Bus Rapid Transit and Light Rail corridors. Examples of initiatives already in place are reserved parking places for car-sharing in Helsinki and an effective strategy for how to communicate parking regulations to citizens in Swedish towns such as Malmö.

A revision of the tax regime would consider parking as a taxable benefit, and the regulation would be implemented and enforced. So called 'parking cash out' would be promoted: Companies giving their employees equivalent cash value rather than free parking or offering public transport tickets and/or car sharing services to employees.

The first steps

Initially research on an optimal climate-friendly parking policy for the particular area should be carried out. Launch of experimental pilot projects with follow up evaluations should be integrated with the research.

4.3 **MANAGING THE ROAD SPACE**

Roads have primarily been built for cars and freight transport, but a powerful measure for the reduction of CO₂ emissions is to improve conditions for other means of transport on the roads while limiting space for cars and trucks.

To transfer road capacity to more sustainable means of transport takes a systematic focus on facilitating public transport, bicycles and pedestrians without jeopardizing use ability.

Other benefits of managing the road space to reduce emissions are:

- Higher access ability
- Better conditions for public transport
- Improvement of social integration
- Higher traffic safety
- Lower infrastructure development costs

15 year vision

The 15 year vision is simply to transform the road space creating more road capacity for public transport, bicycles, pedestrians and a flourishing urban life. There is a move towards less road capacity for cars where appropriate and more for everything else.

Towards the vision 5 years from now

The intermediary steps toward fulfilling the vision are to have a number of practical policies in place. A major step is the introduction of a Bus Rapid Transit-

system (BRT) including:

- designated bus-lanes,
- priority for public transport in traffic signals,
- easy bus access,
- more station-like stops, which area nicer and supports urban living.
- to move or reduce parking along streets and especially bus corridors,
- the introduction of new state of the art buses,
- rebuilding streets to accommodate BRT
- design BRT infrastructure for possible later smooth upgrade to Light Rail
- continuing monitoring of the system performance

Bicycle road network with better service

- Providing full cycle network plan
- Design competitions are held to upgrade cycling facilities
- Focus on safety; investing in removing critical junctions
- Thorough evaluation of new measures

The first steps

Effective communication about upcoming changes is crucial in order to get the transformations under way, this goes for both BRT and cycling. Thus a communication plan should be a key element in the first steps. As input for the substance of the communication the collection of data is necessary. Relevant data include number of accidents, speed, number of travellers, black spots for bicyclists and pedestrians etc.

Communication and the collection and discussion of data should initiate a process that leads to the formulation and implementation of the different necessary steps towards fulfilling the vision.

4.4 PUBLIC TRANSPORT

Public transport is crucial in significantly reducing the CO2 emissions from the transport sector. As much as possible collective solutions should be chosen over individual motor vehicles when investing in traffic infrastructure. In particular light rails and Bus Rapid Transit (where busses have their own lane) are efficient in reducing emissions and generally improving the overall transport net.

When improving public transport each town and across municipalities the means of public transportation should be coordinated to reduce the travel time of each citizen as much as possible. This could be done in regional transport companies.

15 year vision

By 2023 public transport is a real and attractive alternative to private cars. Public transport is quick, comfortable, reasonably priced and has a good image. It is

widely accessible and has a coverage that has made the car obsolete in the city centres and the least attractive choice for commuting and intercity travel.

Towards the vision 5 years from now

In order to fulfil the vision for 2013 an overall transportation plan has been decided and is being implemented. Urban planning is used as an active tool to support the implementation of the transportation plan as is presently happening in Malmö.

The particular measures of the overall plan are being implemented, which is reducing emissions and making the town a more liveable place as we are now seeing it in Lund, Odense, Gent, Brügge and Freiburg among others. One sign of moving towards the vision is that step by step car traffic is reduced.

The first steps

A formulation and decision of a vision and strategy for a sustainable and attractive municipality is the first big step towards the integrated transportation plan. For the implementation of the strategy an organisation is established with a mandate and a budget for the improvement of the public transport system.

In the initial process communication between politicians and citizens is crucial. In addition ambassadors should be appointed to present the vision. For the first steps of the change process to be taken political leadership is necessary as has been the case in cities like London and Strasbourg.

4.5 **FREIGHT TRANSPORT**

The focus on freight transport at the expert workshop covers basically the same areas as the group of participants at the conference who worked on “Samdistribution” of trucks in inner cities. As a consequence these two actions are here presented as one.

By increasing utilisation of the capacity of freight transport cities can significantly reduce the freight fuel consumption as well having less trucks take up road space or even never have the trucks reach the city centres.

Most trucks does not use their full capacity a majority of the time, but a fully loaded 20 tons truck uses less CO₂ than 6 vans. Therefore the key is to regulate the capacity usage and the amount of goods coming into the city rather than the size of the trucks entering.

Pilot projects have been carried out in several nordic cities with remarkable documented results. Examples include present projects in Linköping, Borlänge and Halmstad, where the municipalities have made an arrangement that coordinates

the distribution of goods to the public institutions and administration (*For further information on the project in Linköping see www.vti.se/samlic*).

ICT systems can help optimizing the capacity use of freight transport and possibilities for further optimization of the use of freight transportation to and within cities are still very large, which is what this action seeks to take advantage of.

15 year vision

By 2023 the vision is that all transport companies are working on the same ICT platform so that capacity optimization is achieved across companies.

At this point lots of goods will never reach the shops. Goods are transported directly from the warehouses to the consumers in efficient vehicles. All trucks and vans are low-emission vehicles using renewable energy.

On longer distances over 50 km. rail and sea ways are the major modes of transportation.

Towards the vision 5 years from now

With the use of carrot and stick policies the transformation of the freight transport sector is underway. For instance by 2013 warehouses are being established outside of towns and increasing amounts of transport goes directly from warehouses to the consumer. Product demonstration is seen at showrooms for furniture, clothes, and food etc.

Decisions to start planning a new freight rail system are taken. Cities and larger towns have initiated pilot projects on the use of ICT systems that work across the locally operating transport companies.

Standards have been set at EU level for low emission vehicles and demonstration models of freight vehicles based on wind energy are in demonstration.

Environmental zones are implemented with differentiated fees/charges according to the environmental performance of vehicles

The first steps

Municipalities coordinate all their internal transport

A strategy for introducing low emission vehicles in municipal vehicle fleets is in place. As part of the initial strategy communication with transportation enterprises sets up incentives for the greening of local freight transport.

Companies start counting transportation of goods and people as part of green labelling of products.

The expenses involved in redistribution of freight transport of goods can be covered by savings in relation to the more efficient distribution of goods. The reduced need of behov trucks generates resources for the added costs of establishing redistribution centres.

At the national or EU level funding is increased for research in low-emission trucks.

4.6 MOBILITY MANAGEMENT

Mobility management is emerging internationally as an effective method of managing the growth of car use. Mobility management actively supports and encourages people to use more sustainable means of transport including walking, cycling and public transport.

Mobility Management use primarily voluntary measures that are carried out through collaborations between business, public authorities and other organisations. It is often used as a valuable and ‘softer’ supplement to ‘harder’ ways of changing transport behaviour such as regulations and infrastructure investments.

As is the case in Malmö different types of mobility management are needed directed at businesses, schools and other institutions. The benefits of mobility management include reduced car use, reduced traffic congestion, reduced pollution, improved health and safety, regional development, and social justice as well as reduced greenhouse gas emissions.

15 year vision

The goal is a world-wide approach to mobility management. Driving forces behind the new approach include:

- new values concerning time, health, and quality of life,
- higher more realistic energy prices
- climate change emissions quota at the individual level

An umbrella of new services and alternatives that support ”smart travelling” has brought about a new way of thinking mobility. New flexibility measures are used to reduce ”unnecessary trips” and other examples of waste in the transport sector. For instance car sharing reducing wasteful surplus capacity of private cars.

The new approach has brought about a society that produces significantly less carbon emissions while enjoying a more flexible and efficient transportation system. Business is benefiting from a more efficient transport market while individuals with a wider range of viable transport options spend less time on undesired travelling.

Towards the vision 5 years from now

Health and quality of life have become core-values of the way we think mobility.

A European car-sharing project is under way based on local initiatives. The same goes for bicycles and public transport networks that are established inspired by city frontrunners.

Mobility plans are decided at the national level and the European institutions. Climate labels have been introduced for consumer goods like Tesco has done it in the UK.

Smarter travel options should make it more worthwhile for towns and businesses to develop green travel plans. Thus by 2013 green travel plans in companies are becoming more common. The goal is that at least 20 large Nordic enterprises have established green travel plans and at least 20 Nordic cities and towns have mobility management plans by 2013.

In addition, a new business market for advisors of mobility management is being established for the spread of knowledge and experience between localities.

A Europe wide internet based travel planner has been established.

The first steps

First politicians need to discover what mobility management is!

For this purpose and generally spread the idea of mobility management communication is necessary as well as pilot projects. On first step could be to arrange local 'coffee meetings'.

In municipalities green travel plans are initiated with incentives for public transport and bicycles. Mobility plans should be under way for high profile organizations such as the European Parliament and the Nordic governments.

A discussion should be initiated on individual CO2 quota.

Additional reflections

A danger to be aware of with efficient mobility plans and other initiatives creating smarter and more efficient transport alternatives is that this could actually make us take more and/or longer trips. The elements in the new transport approach mentioned under the vision for 2023 should discourage this outcome, but we need to be aware of it.

Many of the smart travel options that are relevant for improved mobility management are already available for instance the combined car sharing, bicycle, and public transport initiatives as part of a larger mobility plan in Bremen. Many

examples of green travel plans can be found in the especially the UK, but also in France and Italy.

Further resources on mobility management include:

www.epomm.org

www.mobilitymanagement.se

Examples from Lund: www.lund.se/lundamats

4.7 **INTEGRATED URBAN STRUCTURE AND TRANSPORT SYSTEM**

This action was introduced and further developed at the conference, why this presentation is the synthesis of the work done at the expert workshop and the conference respectively.

The goal is to create and implement an overall vision for sustainable urban and transport development. Part of the aim of this vision is to avoid uncontrolled urban growth as well as to fulfil CO2 targets, and to define and maintain a structure for the region in terms of where urban functions and transport is located. To be implemented the vision needs to succeed in the regional political consensus process.

The vision provides a framework for a range of other action that can create a positive spiral of change, based on the premise that technologies are not enough to significantly reduce CO2 emissions.

As the different recommendations of the group of experts show many different measures can be pursued to reduce emissions from the transport sector. When implementing these measures it is crucial that the transport infrastructure as a whole provides a smooth journey that fulfils the transport demands for people and goods.

Hvordan?

It takes resources to manage the planning process and informing the stakeholders about the plan. It also takes involvement, commitment and a kind of legal framework, which can be more or less strict.

It does not necessarily take extra investments to implement, but it does take assuming responsibility for implementation.

We should learn about "best practice" by learning from others. Also we should learn how to build and maintain consensus and how to build regional competitiveness and identity.

Uncontrolled urban sprawl as well as investors and developers who do not follow the plan is a key obstacle for implementing the vision. Another is the short sighted pursuit of jobs.

Hvorfor?

The integrated transport and urban planning can save time, money, and

expenses for public services etc. plus significantly reduce the negative impact on the environment of our cities.

Tangible effects are a help to fulfil climate and sustainability objectives and targets as well as savings for businesses and the public sector alike.

The better the overall transport network, the smoother the individual journey and the more attractive it is to use sustainable transport options. This takes a well integrated urban structure and traffic system, which in turn demands vision and consistency by responsible decision makers.

15 year vision

In the next 15 years the vision is to establish a high density integrated urban structure as a foundation for urban areas of a high quality and a design that supports different kinds of functions and life styles.

Measures for sustainable urban structures and traffic systems are consistently used at both municipal and regional levels. One well established urban planning measure is to locate housing, businesses and other relevant functions in relation to the rail based infrastructure.

Towards the vision 5 years from now

In 5 years an agreement on regional vision, strategy and action plan for sustainable urban structure and traffic system is in place. This includes a step by step plan on how to move on for instance the timing of particular development projects.

The national level promotes sustainable urban development and supports the implementation for example through tax benefits for location and construction of functions near railway and metro stations. In addition policies and laws that are contradictory with sustainable urban development are changed.

Awareness raising is well on the way and communication between stakeholders well established.

The first steps

The first steps for cities and regions are:

- A timetable for the vision and strategy work, which includes background studies, research, communication, impact assessment and decision making.
- Initial studies on possibilities to reduce emissions that should include recognition of challenges, necessary policies and regulations as well as which present policies work against sustainable urban development.

-
- Communication with citizens and awareness rising should be an integrated part of all the first steps.

Good examples of an integrated urban structure and transport system can be found in Copenhagen as well as the Helsinki region, where the municipalities are collaborating on developing a common vision and strategy for land use, housing and the transport system. In the Kristiansand Region in Norway "Knutepunkt" Sør is another great example. A number of other cities around Europe can provide inspiration for how to fulfil the vision.

In addition to the local efforts the development of a national vision and goals for a sustainable urban structure and traffic systems as well as support for municipal and regional cooperation should strengthen the local initiatives.

For yderligere oplysninger kontakt Henrik Gudmundsson fra DTU Transport på HGU@TRANSPORT.DTU.DK

5. DELTAGERNES HANDLINGSFORSLAG

Konferencedeltagernes handlingsforslag, som præsenteres i de følgende afsnit, har flere træk til fælles med både hinanden og med eksperternes handlingsforslag. Derfor findes en lang række synergimuligheder og overlap mellem forslagene, hvorfor det er en god ide at sætte sig ind i dem alle, selvom der er et bestemt, der virker særligt relevant.

Handlingsforslagene er ikke præsenteret i en prioriteret rækkefølge, men udtrykker i stedet den rigdom og diversitet, der var i formen og indholdet for arbejdet med klimahandlinger på konferencen.

Håbet er at disse klimahandlinger kan inspirere andre til at skride til handling, som de inspirerede konferencedeltagerne.

5.1 TUNG VARETRANSPORT FRA VEJEN TIL JERNBANEN?

De lange transporter igennem Europa øger CO2 emissionerne, skaber slitage på vejnettet samt skaber trafikchaos og ulykker. Benyttes i stedet jernbanen er det både renere og mere sikkert.

Hvorfor?

Det er helt nødvendigt at løse transportproblemet. Ikke kun pga. af klimaudfordringen og de opstillede miljømål i EU og de enkelte nordiske lande, men også for hele transportsystemets overlevelse. Oliepriserne kommer til at stige, så derfor bliver det stadig dyrere at fragte varerne på vejene.

Det er økonomisk fordelagtigt hvis landende subventionerer jernbanen i en indledende periode. Hvis landene ikke i samme omfang skal betale til vedligeholdelse af vejene, kan de spare mange penge.

- Trafiksikkerhed. Hvis der gives flere penge til jernbanen og jernbanebyggeri kan de penge spares på vejene. Hvis den tunge trafik på vejene (udgør i dag 98%) flyttes over til jernbanen (så den udgør 50%) er det ikke i lige så høj grad nødvendigt at vedligeholde vejnettet. Slitagen vil blive mindre og besparelsen kan så flyttes over til jernbanenettet.

Som det er nu, er sporkapaciteten igennem Europa for sparsom. I dag er der kun en meget lav skinnekapacitet, fordi ingen lande vil investere i udbygning af

jernbanenettet. Derfor findes der ikke nogen rigtig gode eksempler, da kun 2 % af al transport foregår via jernbanen.

På nuværende tidspunkt nedlægges ligefrem jernbanelinjer i stedet for at udbygge jernbanenettet. Fokus er udelukkende rettet mod personificeret jernbanetrafik såsom højhastighedstog.

Hvordan?

Først og fremmest skal de tunge europæiske aktører engageres. Det drejer især om de europæiske regeringer, EU samt Transport og Erhvervsliv på tværs af kontinentet.

Landeregeringerne bør sikre flere skattekroner til udbygning af jernbanenettet, herunder bedre elektroniske styresystemer af jernbanenettet. Omkostningerne forbundet med udbygning af jernbanenettet er store, men de kan bl.a. finansieres gennem højere afgifter på den tunge lastbiltrafik, som går igennem landene på vejnettet.

Der skal derfor politisk beslutningsvilje til. Samtidig er det nødvendigt med bedre tekniske muligheder for kapacitet overførelse mellem biler, både og jernbanerne.

Det kræver, at en lang række aktører engageres:

- Politikere
- Erhvervslivet generelt
- Transportselskaber i særdeleshed
- De statslige organisationer som driver jernbanenettet, godstrafik, vejnettet.
- Andre operatører i jernbane-godstransport
- Miljøorganisationer
- Massemedia
- Havne
- Befolkningens holdning

Deltagerne i gruppen har sat sig for at starte med at påvirke politikerne og herigennem involvere regeringerne.

Hermed vil de forsøge at højne afgifterne på godstrafik på vejene og sænke dem på jernbanerne. Samtidig vil de arbejde for at skabe en holdningsmodstand mod lang og tung lastbiltrafik.

For yderligere oplysninger kontakt Eralouise Slorach fra Stockholm.

5.2 **ETABLERING AF BIOGASINFRASTRUKTUR**

Etablering af biogasanlæg, der kan udvinde naturgas fra slam og madaffald fra by og land. Der er et stort potentiale i at udnytte slam og madaffald til biogas til bil- og bustrafik. Landbruget får samtidigt et billigere gødningsmiddel tilbage efter produktionen af biogas.

Hvorfor?

Etablering af et biogasanlæg og en biogasinfrastuktur er en win-win situation, der skaber bedre luft i byerne, mindsker CO₂ udslippet fra trafik og giver landbruget et bedre gødningsmiddel. En biogasinfrastuktur sikrer samtidig brændstoffsforsyningen i regionen.

I Västerås stad er der god erfaring med anvendelse af biogassystemet, som med fordel kan anvendes i en lang række kommuner.

Etablering af en biogasinfrastuktur er relevant overalt, da biogasanlæg kan etableres i både stor og lille skala.

Hvordan?

Handlingen kræver en proaktiv aktiv kommune, der kan sætte gang i at etablere infrastrukturen gerne med støtte fra staten og EU. Processen kræver interesse og engagement fra lokale aktører:

- Landmænd skal være interesserede i at deltage.
- Medborgerne skal være med på at frasortere deres madaffald.
- Det samme gælder lokalt erhvervsliv, som producerer biologisk affald.

I Västerås kostede etableringen af en biogasinfrastuktur SEK 350 mio. til indkøb af busser, der kører på naturgas, og etablering af naturgasanlæg.

Det private erhvervsliv og offentlige virksomheder kan sammen drive et aktieselskab til nytte for miljø og erhvervsliv.

Biogas forventes at kunne blive en god forretning bl.a. med eksport til USA og Kina og dermed en mulighed for at skabe arbejdspladser i Europa. Derfor er det

en væsentlig udfordring, at kommunen ikke kan lave forretninger uden for kommunegrænsen og derfor ikke kan ekspandere forretningen. Til gengæld er der så forretningsmuligheder for privat initiativ.

En anden udfordring der er væsentlig at have sig for øje er truslen fra andre vedvarende energikilder, der kan udkonkurrere biogas som energikilde.

For yderligere oplysninger kontakt Andreas Porswald, ordförande (chairman) Svensk Växtkraft, www.vafabmiljo.se/svenskvakstkraft, på andreas.porswald@vasteras.se

5.3 PARENT'S WALKING SCHOOLBUS

Parents take turn walking a group of children in the neighborhood to school instead of driving children to school. The initiative is primarily thought for cities and other places where walking to school makes sense.

Why?

The initiative has a number of potential benefits:

- Less traffic
- Better air quality, less pollution
- More road safety
- Children will be more clear in the head for school
- Parents' networking
- The children gets to know each other better
- "Hip and cool to walk to school"
- Better health by walking or biking
- Parents save money by leaving the car at home
- More pressure to improve city planning for bikes and pedestrians for example bike lanes.

The concept is already successfully used in some cities in Sweden and the United Kingdom.

Potential additions to the concept include car sharing or bus program for longer distances, where it isn't possible to walk. It could also be relevant for after school activities.

How?

The parent's walking schoolbus takes a partnership between different local stakeholders:

- Parents
- Schools
- Municipality departments – departments of education and city planners
- Teachers
- Kids
- Health working officers
- Parents communities

Specific actions to make the parent's bus come true are:

- Handbooks for parents with all the opportunities from the project
- Salary for the manager of the project
- Budget for structural improvements for example bike lanes
- One contact person at school which is funded from the school budget
- Statistics about:
 - Health
 - Traffic – number before and after
 - Air quality before and after
 - Distance from home to school

In addition it would be an advantage to have knowledge of road planning, why it is an advantage to have a contact person with such knowledge.

The biggest challenges for implementing the parent's school bus are:

- The parents lack of willingness to participate
- Money
- No safe roads to walk to school
- No one takes responsibility
- The weather and other bad excuses
- Communication problem with city planners
- Lack of time

For more information contact Tina Wennerholm på tina.vennerholm@norrkoping.se eller Eygeraur Margrétardóttir på eygerdur.magretardottir@reykjavik.is

5.4 **FREMME AF CYKLISME**

Fokus her er på virkemidler til at øge cyklismen. Gruppen peger bl.a. på følgende handlinger:

- Grønne/smukke cykelstier – revision af stisystemer.
- Cykelhejs i byer m. bakker, som det bl.a. er set i Larvik.
- Kampagner med motivationer for medarbejdere til at tage cyklen bl.a. gennem virksomhedssamarbejde og cykler til kommunale medarbejdere.
- Udarbejde cykelkort og anden markedsføring af cykelstier.
- Fremme af el-cykler.
- Engagere skoler ved f.eks. at lave konkurrencer på skolerne og mellem skolerne.
- Medarbejdere cykler rundt i kommunen f.eks. sundhedsplejersker og social- og sundhedsassistenter.
- Cykelbarometer, billig overdækket cykelparkering og pumpestationer.
- Cykelpolitik/strategi, cykelhandlingsplan, cykelregnskab.

Hvorfor?

Cyklismen har store muligheder og fordel:

- Cyklismen reducerer CO₂,
- fremmer folkesundhed,
- er en billig transportform, og
- mindsker trafiktrængslen.

Gode succesfulde eksempler findes bl.a. i Odense, Lund, Stavanger og København, hvor satsning på cyklismen har bidraget væsentligt til sundere og rarere byer, med mindre CO₂, støj og luftforurening.

Hvordan?

Fremme af cyklismen kræver først og fremmest interesse i at cykle blandt borgerne og dernæst et engagement internt i kommunen både politisk og administrativt. Herudover er der behov for et lokalt samarbejde med politi,

virksomheder og interesseorganisationer samt skoler og daginstitutioner.

Fra politisk side skal der prioriteres penge til udbygning af cykelstier, kampagner og indkøb af diverse "hardware" cykelbarometer og cykelstativer. Den politiske enighed og ejerskab kan eksempelvis styrkes ved at tage lokalpolitikere med på studietur.

En indledende måling kan give status på de eksisterende stisystemer og modal splits i kommunen. I den forbindelse kan det være relevant med en interessent analyse og en borgerundersøgelse evt. gennem digitale borgerpaneler.

Bør sammentænkes med trafik & mobilitetsplaner i kommuner, regioner og nationalt samt på tværs af sektorer og forvaltninger.

For yderligere oplysninger kontakt Knut Hjalmar Gulliksen fra Norge

5.5 GRATIS BUSTRANSPORT

Som overskriften allerede har løftet sløret for, handler det her om indførelse af gratis eller i det mindste billigere busser for alle. Handlingen kan med fordel understøttes af flere busafgange. Samtidig bør der arbejdes med præmier i form af fritid (f.eks. 4 timer om måneden) til de personer, som ikke benytter bilen til arbejde.

Hvorfor?

Gruppen peger på en lang række grunde for, hvorfor handlingen bør gennemføres:

- Fordi tiltaget reducerer udledningen af CO2 og andre gasser.
- Fordi tiltaget reducerer kørsel med børn til fritidsaktiviteter.
- Fordi tiltaget reducerer privatbilismen generelt.
- Fordi de unge vænnes til at vælge offentlig transport.
- Fordi det reducerer slitage på vejnettet.
- Fordi det kan give en social gevinst. Ikke mindst for ældre mennesker.
- Fordi det giver en bedre sikkerhed i trafikken.

Hvor?

Der er indført gratis bustransport i Thorshavn på Færøerne med det resultat, at antallet af passagerer er steget med over 60 % på tre år.

Der er endnu ikke blevet gennemført målinger på mulige reduktioner af CO2 udslip, ligesom der heller ikke er blevet foretaget målinger på andre positive, forventelige effekter.

Ordningen bør først gennemføres i tyndt befolkede områder i de nordiske lande. Det er således ideelt at indføre gratis bustransport i kommuner med mindre spredte landsbyer såsom i Vest Jylland og andre landlige områder i Norden. Generelt er det dog relevant at indføre i byer over hele Norden.

Hvordan?

I forhold til aktører er det helt centralt at få Erhvervslivet med. Det er afgørende med fleksibilitet for at opnå resultater. Sundhedsstyrelsen (folkehelsen) og fagforeninger (arbejdstakerorganisationer) kan være aktuelle samarbejdspartnere.

Relevante forskere, der arbejder med trafikanalyse, er vigtige leverandører af viden til de politikere og den administration, som skal gennemføre de to tiltag.

Det vil være vigtigt at benytte trafik og miljø relaterede organisationer og skabe alliancer med "progressive embedsmænd" og politikere.

I forhold til ressourcer skal der helt grundlæggende indkøbes flere busser, hvis servicen skal udvides.

I forhold til de reducerede billetindtægter vil det være kommunens ansvar at betale det private busselskab det, selskabet kommer til at mangle i reducerede billetindtægter.

Desuden skal der afsættes ressourcer øremærket til markedsføring, når ordningerne indføres.

Det er højest sandsynligt nødvendigt med en cost-benefit analyse af tiltagene for at kunne underbygge ideerne økonomisk.

De første skridt

Gruppen peger på en række konkrete tiltag, der kan sætte handlingen i gang:

1. Der udarbejdes analyser fra relevante forskningsinstitutter, som kan vise hvilke positive effekter tiltaget vil give.
2. Politikerne indkaldes så til en høring på baggrund af forskningsresultaterne. Til den samme høring indkaldes busselskaberne, relevante fagforeninger og vejmyndigheder.
3. Samtidig med at politikerne involveres bør ideen lanceres i medierne.

Forskningsinstitutterne er mere end villige til at forske i området. Derfor skal der gives statslige forskningsmidler til dem. I forhold til driften bevilliger Stat og kommuner midlerne til busselskaberne. Vejskatter kan her være den vigtigste finansieringskilde.

5.6 **REDUKTION AF BEHOVET FOR TRANSPORT AF VARER OG MENNESKER**

Det er ikke nok at omlægge transporten, der bør også arbejdes med at reducere behovet for transport i det hele taget. Det gælder både person og varetransport og kan gøres ved hjælp af en række forskellige virkemidler inklusiv:

- CO2-regnskab på varer
- Reducere folks vareforbrug
- Flytte arbejdspladser ud hvor mennesker bor
- Have transport med i planlægningen
- Købe lokale varer
- Indføre bilfri zoner
- Styrke forholdene for cyklister
- Skabe fordele for de biler, der er fyldt op med passagerer på motorvejen.
- Flere afgifter i trafikken
- Flytte penge fra vej til offentlig transport

Nogle af tiltagene kræver nationale eller endda internationale tiltag, men i forhold til planlægningen er det nødvendigt at tænke lokalt. Planlægningen bruges flere steder i de Nordiske lande til at reducere transportbehovet. Et godt eksempel herpå findes i Lund kommune.

For at anvende de tilgængelige virkemidler i planlægningen er det nødvendigt at politikere og administration samarbejder med en lang række interessenter herunder både NGO'er, rådgivere samt industrien og erhvervslivet.

Politisk modstand mod en aktiv planlægning til reduktion af transportbehovet er en klar forhindring. Fra politisk hold kan det virke som om, man vil tage folks frihed / personlige råderum. Herudover kan forsøg på at reducere transport skabe frygt for erhvervslivets muligheder, bl.a. i konkurrence med udlandet.

For yderligere oplysninger kontakt Håkan Johansson fra Sverige.