Mobility Management Monitors
Sweden 2011

Start date of project: 2. June 2009
Date of preparation: Sept-Oct 2011
Duration of project: 36 month
Version: 3
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Status: Final
Dissemination level:
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1 Basic information

1.1 Your contact information

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1.2 General information on your country

Area: 449 964 km²
Population: 9,455,134 (July 31st 2011, from SCB)
GDP per capita: €34,909 € (2010, from SCB, conversion rate from SEK to Euro from 26/09/2011)
Motorisation: (cars/1 000 inhabitants, bikes/1 000 inhabitants *) 461 cars/1000 inhabitants 2010. (SCB data)
Road fatalities: 28 per million inhabitants (2010, Trafikanalys). Please observe that suicide was included in the statistics from 2009, but excluded from the statistics from 2010.

Modal split: The modal split for Sweden as a total is presented below for men and women. The data is from 2005-2006. The information on modal split for passenger transport regards main trip. Information on Freight transport regards tonnes.

<table>
<thead>
<tr>
<th></th>
<th>Public transport (Bus)</th>
<th>Rail (train, underground, tramway)</th>
<th>Road (car, van or truck)</th>
<th>Walking</th>
<th>Cycling</th>
<th>Other car (e.g. car-sharing,)</th>
<th>Other (e.g. waterways)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger transport</td>
<td>7%</td>
<td>5%</td>
<td>54%</td>
<td>24%</td>
<td>10%</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Freight transport</td>
<td>N/A</td>
<td>24%</td>
<td>37%</td>
<td>N/A</td>
<td>N/A</td>
<td>39%</td>
<td></td>
</tr>
</tbody>
</table>


1.3 Governance infrastructure for transport and mobility in your country

1.3.1 National
Policy making

The national level makes planning law and issues guidelines to lower levels of government. The ministry decides how to apply legislation and conducts decision making in their respective areas. The responsible Ministry in the area of transportation are the Ministry of Enterprise, Energy and Communications. The ministry gives instructions to the national authorities with responsibility for roads, railways, aviation and sea transport to make long term plans for infrastructure management and investments.

Policy delivery

The Swedish Transport Administration has the responsibility for implementing the national and regional infrastructure planning.

Financing

The national investment in transport infrastructure is financed by tax. Some of the national work is also partly financed by the EU within the frame of different projects. Local and regional authorities also provide funds for infrastructure investments and projects. There are also examples of Public Private Partnerships to finance infrastructure. Some investments (in the Stockholm region) are financed by the congestion charges.

1.3.2 Regional

Policy making

At the regional level the County Administrative Boards are responsible for monitoring the national targets and that the rule of law is not infringed. They have an important role in ensuring that the mutual interest of the municipalities is met in the plans. The County Administrative Boards produce a Regional Transport Infrastructure Investment Plan (RTI). This document is not legally binding; however it is used when applying for funding from the government. The RTI works as input to the National Transport Infrastructure Investment Plan developed by the Swedish Transport Administration. The Swedish Transport Administration (Trafikverket) has regional agencies which are important for the regional transport planning. They invest in national and regional road and railway in the regions.

Policy delivery

The regional branches of the Swedish Transport Administration are important actors in implementing policies at the regional level.

The County Council is responsible for the regional/local public transport. This is usually conducted within the frame of a joint venture company together with the local municipalities.

Financing

The economic resources are both from national and from regional tax revenue.

1.3.3 Local

Policy making

Swedish municipalities enjoy a large extent of freedom within the frame of the municipality spatial planning monopoly. The municipalities are responsible for two kinds of plans, the comprehensive master plan for the
whole municipality and the detailed development plan. The municipalities have local parliaments and are
governed by a Council.

Policy delivery
The municipalities usually divide the responsibility for different issues at local administrations. The
administration for transport, the administration for building and Planning and the administration for
environmental issues usually handles different aspects of transportation.

Financing
Resources mainly come from local tax revenue and from contribution from the national government.
2 Overview of Mobility Management in your country

2.1 Does the definition of MM as endorsed by EPOMM reflect how MM is defined in your country? If not, what are major differences?

Yes, mobility management is defined as information and communication activities aiming at increased use of sustainable transport modes. But these activities are often followed by support actions as improved parking facilities, production of more public transport, improved walk and cycling paths etc.

2.2 Short history of Mobility Management

Already in 1996 a cooperation of several Swedish transport authorities and organisations published a series of reports regarding “Environmental Adapted Transport Systems”, in Swedish called MaTs (MiljöAnpassade TransportSystem). This MaTs-concept discussed different measures on national, regional and local level.

This MaTs-concept includes five types of measures for sustainability:
- Measures influencing the travel need
- Measures influencing modal split and intermodality
- Measure influencing operation of the different transport modes
- Technical measures on vehicles and fuels
- Measures influencing building, operation and maintenance of infrastructure

The two first bullet points were in practice Mobility Management, even if the expression wasn’t used.

The concept outlined in the 1996 reports called for cities to make their own plans, in practice what later have been called SUTP – Sustainable Urban Transport Plan. In 1996 the method of Individualised Marketing for public transport, developed by SocialData, was successfully introduced in the cities Jönköping, Sundsvall, Helsingborg and Gävle. Further on Individualised Marketing was developed within large-scale applications in Australia where the marketing of all environmentally friendly modes was included. This developed method was applied successfully during the following years in Sweden in the cities of Malmö, Gothenburg, Linköping and Norrköping. In 1997 MM was introduced and discussed in the comprehensive SUTP of Lund, LundMaTs. The 300 pages plan of LundMaTs consisted of a problem detection study, the setting of targets and an action plan with 120 measures, in 6 reform areas, whereof Mobility Management was one. In 2006-2007 the plan was revised and upgraded and in 2008 the plan was evaluated.

In 1999 the Swedish Transport Administration published a report about Mobility Management. The same year Swedes attended ECOMM for the first time, and Sweden became a member of EPOMM. A period of education and learning started. In November 2000 the first national conference on MM was held in Lund. At this time Swedish partners joined the EU-projects MOST and TAPESTRY. Since that point there has been a rapid development. Today MM is integrated in the policies at many levels in the Swedish society, as described below. The most important change during 2009 was that MM increasingly is integrated in spatial planning at local level. During 2010 there has been an increased awareness about the potential for MM to ease congestion during road construction by the Swedish Transport Administration. Several regions have their own platforms for Mobility Management.

Several national guidelines on Mobility Management were produced in 2011. One guideline concerns MaxLupo (i.e. how to use Mobility Management in land use planning) and was published by the Swedish Transport Administration (STA). STA also published a national guideline on how to work with Mobility Management during road constructions. Finally, the Swedish Association of Local Authorities and Regions published guidelines on how to work with Mobility Management in transport planning.

Several municipalities (e.g. Stockholm and Gothenburg) have started to take a holistic approach concerning Mobility Management. This is well illustrated in their work with Mobility Management during road construction.
2.3 What are the major strategies for promoting and implementing MM at different governance levels in your country?

2.3.1 National

Policies
The Swedish Transport Administration, STA, has launched “The four step principle”, which are to be used when improvements of the road transport system is considered. The first step is to investigate actions that can influence the need for transport and the choice of transport mode. These measures can consist of MM-measures.

The Government has initiated the project: “Sustainable city” where MM is a part of the strategy to create a sustainable city. Furthermore, the Swedish Energy Agency (SEA) has a programme for sustainable transport, where Mobility Management plays a small part.

Action programmes
The regions in Sweden were recommended to use the four step principle in the long term infrastructure planning for the time period 2012-2021.

The funding of local projects aiming at a sustainable city includes sustainable transport systems. Guidelines for Mobility Management during Road Constructions are under development.

Legislative measures (incl. taxes)
No.

Promotion & awareness
STA and SEA are funding many mobility management projects at regional and local level.

2.3.2 Regional

Policies
In some of the RTI’s and the Regional Development Plans mobility Management or behavioural measures are pointed out as important parts of the development of the transport system. Mobility Management centres or projects exist in a majority of the regions in Sweden. Regional MM networks are being established in the larger regions. Funding is reserved for Mobility Management measures in the RTI in some regions.

Action programmes
There are several Action Programmes at regional levels, which focus on specific areas of MM. An Action Programme for Mobility Management is under development in the Stockholm region.

Legislative measures (incl. taxes)
No.
Promotion & awareness

Internet-based trip-planner that suggests sustainable means of transport are available in a few regions. Regional Bike projects have been initiated. Forums for car pooling promotion and projects aimed at raising awareness of the relation between traffic and climate change exist.

2.3.3 Local

Policies

MM is increasingly integrated in spatial planning. Several cities have implemented traffic plans with the overall aim of creating a more sustainable transport system.

Local private/public networks have been founded to support more sustainable transportation.

Transport strategies are developed in several municipalities. MM measures are often integrated into these strategies.

Action programmes

A communication strategy is included in the new Transport Plan for the Greater Stockholm area. The City of Gothenburg has developed Guidelines for Mobility Management during road Constructions.

Car pooling programs are being implemented in various municipalities. Walk to school programs are being initiated.

Legislative measures (incl. taxes)

Congestion charging in Stockholm. Congestion charging in the City of Gothenburg will start in 2013.

Promotion & awareness

Websites dedicated at providing information on sustainable transportation has been launched in a few municipalities as a part of larger MM projects. Awareness campaigns exist in several municipalities.

2.4 Are there any policies or legislative measures that (indirectly) counteract the promotion of MM?

One huge problem in Sweden is the legislation on long term investment planning for the transport infrastructure. This legislation does not allow actions or measures that are not infrastructure. So, therefore it is by law impossible to implement MM in these plans. Some regions are doing that anyway with the hope of future changes to the legislation. There has been some development on this during 2009 and 2010 but it is still not implemented all the way. Even though the law does not accept MM measures in the investment plans, MM measures have been included in some regional plans (e.g. in Stockholm). This has led to a discussion about whether funding should be assigned to MM measures in these plans in the future.

The tax break for car commuters also work counteractive as its makes car more feasible compared to public transport for commuters. The beneficiary tax doesn't support sustainable transport modes. This is a barrier for the introduction on employee public transport cards and bikes.
3 Implementation of Mobility Management

3.1 Overall, how advanced is your country in Mobility Management?

<table>
<thead>
<tr>
<th>Level 1</th>
<th>Level 2</th>
<th>Level 3</th>
<th>Level 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>No or hardly any activities, save some isolated initiatives</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Some successes, some funding, several initiatives started</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Several successes, structural funding, but no standard practise</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solid position, structural funding and standard practise</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.2 How advanced is your country in the following fields of Mobility Management?

<table>
<thead>
<tr>
<th>Field</th>
<th>Level 1</th>
<th>Level 2</th>
<th>Level 3</th>
<th>Level 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility centres</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermodal &amp; multimodal mobility</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MM in companies (mobility consultancy, travel plans)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MM in public administrations</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>MM in schools</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>MM for events &amp; in tourism</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Awareness campaigns</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Carsharing &amp; Carpooling</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>MM and land use planning</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Other, please specify</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.3 On which ground/criteria do you base your assessment? Why do you think your country is at level 1, 2, 3 or 4?

Regional mobility centres exist in several regions.
There are several initiatives with travel plans for companies, public administrations and schools.
There have been several successful awareness campaigns in Sweden. National guidelines for MM measures during road construction exist.
Two large carpooling companies exist in Sweden.
Interaction between different modes of transports is usually part of the land-use planning.

3.4 Are MM concerns integrated into hard measures?

National level
There are a number of bills that include the discussion of use of MM. Since 1999 MM found its way into different policies at governmental level. In bills for “Climate protection”, “Environmental targets” and in the governmental bill for “Infrastructure” MM is discussed, though not mentioned by name. Already in 1996 there was a bill stating that STA should have a responsibility for environmental and safety issues connected to road transport (sectoral responsibility), and the national goals in these areas. This also included that the administration should cooperate with other authorities and stakeholders and support activities within the whole road transport sector. During the recent six years the STA has been using the four-step principle, presented below. It is a planning concept which prescribes an analysis in four steps of possible solution for a problem in the transport system. The general approach is to try to solve the problem primarily by MM instead of building new roads. In the Infrastructure bill from late 2001 the STA was given the commission to present a program on how to work with “sustainable travel”, including MM. This program was launched during 2003 and has been running since then. In this vast program STA has worked together with local and regional authorities in a large number of MM-projects all over Sweden. STA has had experts responsible for MM for some years at the national level as well as at the regional level. STA promotes and subsidises a large number of MM-projects as a part of their work to reach environmental and safety goals for road transport. Furthermore, MM measures during road construction are appearing.

Regional level

Until 2006 the regional levels was the governing levels that had been working the least with MM; although now there are some regions that have been starting regional mobility centres/offices. This applies for instance for Stockholm, Gothenburg, Skåne, Dalarna, Kronoberg/Blekinge, Gävleborg, Västernorrland and Umeå. These mobility centres work actively to engage municipalities, private companies, regional bodies and organisations in the work to create a sustainable mobility in the regions. During 2008 and 2009 the Swedish administrative regions were instructed by the government to provide material for future investments in transport infrastructure, necessary resources and preferences for the long-term action planning. The government intended the regions, the rail administration and road administrations to use the four-step principle in this work. The result is that MM is used in the long term infrastructure planning (2012-2021) to a larger extent than before. In the 2010 Stockholm Regional Development Plan MM are pointed out to be a part of the regional planning.

Local level

The local level, with cities and communities, are strong regarding their engagement in MM, but weak in financing. More and more cities are recognising MM to be an important kind of measure to influence traffic in cities.

Today there are approximately 15 to 20 Swedish cities that have what could be called a MM-office, a project office working directly or indirectly with MM. Many more cities are in fact working with MM measures, maybe approximately 50 cities or so.

Most of the MM projects in the cities are in fact projects and not processes. They have been financed partly by governmental funds, for sustainability and climate. But in a growing number of cities and regions, like Lund, Malmö, Örebro and Gothenburg there are today MM offices financed by regular city funding. An important development is that cities are working to introduce MM in local spatial planning in order to reach a sustainable transport system. Communication strategies are also developed within this work; examples are the cities of Örebro and Jönköping.

Feasibility studies concerning MM measures in new development areas are appearing (e.g. how MM can be used together with “hard measures” - e.g. parking strategies, improved public transport, cycling infrastructure – to reduce the generation of car trips from the area).
3.5 How far is MM an objective or an outcome of the land use planning system?

The four step principle has MM measures as the first step. This step has been poorly used in the first 10 years of its existence but it seems like it is getting more and more attention, both at the local level and the regional level, and also as a part of the regional long-term infrastructure planning. The coming years will show how strict the plans will be followed when they are carried out. There are also communication plans included in the spatial planning (aiming at a sustainable transport system) in some cities. The Swedish Transport Administration has taken the initiative to publish a programme with guidance concerning the “attractive city” involving planning the city with an emphasis on sustainable transportation (TRAST). They have also developed guidance on how to work with MM in connection with TRAST. The National Board of Housing, Building and Planning has published several documents and policies that stress that importance of planning traffic and city development together, not as two separate processes. However at the local level there is still a large bias towards external retail establishment that pose a barrier towards a more sustainable development. National guidelines concerning MaxLupo have been published (i.e. how to use Mobility Management in land use planning) by the STA.

3.6 Please provide an example of best practice from three different fields of MM.

<table>
<thead>
<tr>
<th>Field: Mobility Centres</th>
<th>Is this example already available in the ELTIS/EPOMM format? No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>There are several regional platforms or project on Mobility Management. The aims of the projects are different. Some have the aim to enhance cooperation; others have the aim to directly change the behaviour of the inhabitants. The cities of Umeå and Gävle and the regions of Skåne and Stockholm have been very successful with their mobility centres.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Field: Awareness Campaigns</th>
<th>Is this example already available in the ELTIS/EPOMM format? No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The largest commute experiment so far was conducted in 2010 in Gothenburg. This campaign included the entire region. Regular car users were offered free two week ticket on the public transport. More than 40,000 signed up to the campaign and 28 000 met the criteria as regular car users without had a public transport ticket. Three months after the campaign an evaluation was carried out. The evaluation showed that 8100 of the participants had continued to use public transport after the campaign, 28 percent of the participants thus changed their behaviour.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Field: Car Sharing</th>
<th>Is this example already available in the ELTIS/EPOMM format? No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A number of municipalities and county councils have made public procurement of car sharing systems, available for both employees and for private citizens. In some cases the cars are available for employees during day-time and for the public during all other time. In other cases they are available for booking for both groups all the time. These fleets are often placed at locations close to households which make them very attractive to the public. The vehicles in the fleet are used to a larger extent than if they only were available to the municipal staff.</td>
</tr>
</tbody>
</table>
3.7 If you have any quantitative indicators on MM measures or activities implemented, please note them here.

3.8 Are the European Structural Funds used to fund MM measures in your country?

The possibility to receive funding from the European Structural Funds has worked as a window of opportunity for several municipalities to initiate MM projects. One ongoing example is the city of Umeå which received funding from the INTERREG in order to initiate a three-year project aimed at creating a more sustainable transportation pattern and reducing emissions. There are also several regions which use the Structural Funds for MM measures such as Skåne and Stockholm.

3.9 Which other European funding programmes are used in your country to fund MM? Who is using them?

<table>
<thead>
<tr>
<th>National Authorities</th>
<th>Regional Authorities</th>
<th>Local Authorities</th>
<th>NGOs or NPOs</th>
<th>Other: (please specify)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIVITAS</td>
<td></td>
<td></td>
<td>Malmö (Smile)</td>
<td></td>
</tr>
<tr>
<td>IEE</td>
<td>FLEAT</td>
<td></td>
<td></td>
<td>EPOMM (WSP), OBIS (KTH)</td>
</tr>
<tr>
<td>LIFE +</td>
<td>Regionförbundet</td>
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<tr>
<td></td>
<td>Örebro, TRAVEL</td>
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<td></td>
<td>PLAN PLUS</td>
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<tr>
<td>INTERREG</td>
<td>SATSA (Satsning på</td>
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<td>Mer Koll (VL)</td>
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<tr>
<td></td>
<td>Stockholmsregionens</td>
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<tr>
<td></td>
<td>transportsystem,</td>
<td></td>
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<tr>
<td></td>
<td>HMSKåne, Hållbart</td>
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<tr>
<td></td>
<td>resande i Umeå</td>
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<tr>
<td></td>
<td>regionen, Bästa</td>
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<tr>
<td></td>
<td>resan, Ökat</td>
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<td></td>
<td>tägresande i södra</td>
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<td></td>
<td>Norrland, Grön</td>
<td></td>
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<tr>
<td></td>
<td>station 2, PIMMS</td>
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<tr>
<td></td>
<td>TRANSFER, PIMMS</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Capital</td>
<td></td>
<td></td>
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<tr>
<td>Other: (please specify)</td>
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</tbody>
</table>

3.10 How do you think financing of MM could be improved at all levels?

**European:** It is important that the ROP continue to provide financing for MM measures.

**National:** The national financing of Mobility Management measures could be improved by integrating MM more into the long-term investment plans.
Regional: By ensuring long-term programmes and by integrating MM into all aspects of the ordinary activity in the municipalities (i.e. infrastructure planning, land use plans, plans for new development areas etc.).

3.11 What is public opinion of, and reaction to, MM in your country? What challenges does this present when implementing MM measures?

The MM concept as such is not widely known among the public in Sweden. However, the public is generally favourable to many MM-measures such as bike campaigns. Many participants in these campaigns are generally positive.

3.12 What other challenges or problems can you identify with regards to MM in your country?

A strong tradition of car-centric planning. Cities have been planned from a car user perspective for decades, and this tradition still lingers. In theory, transport planning should follow a four step principle (where step 1. is behavioural change, step 2. more efficient use of existing infrastructure, 3. improvement of existing infrastructure, 4. new infrastructure). However, in practice, transport planners tend to skip step 1-3 and immediately go to step 4. This is evidenced in the Swedish long-term investment planning, where financing only is allocated to new infrastructure investments (i.e. no financing is attributed to step 1 and 2). MM measures are however integrated in some of the latest regional investment plans (see also 2.4).

3.13 Other comments
4 Trends and further developments

4.1 What is effective in your country in the field of MM? Why?

MM projects at local level are still the most important way how MM is introduced in Sweden: local sustainable transport plans, travel awareness campaigns performed by different organizations as innovative information campaigns from public transport authorities, as well as “bike-to-work” and “walk-to-work” campaigns performed by companies and other organizations. The four-step principle has a real chance to be an important strategy to include MM-measures in all infrastructures planning at regional and national level. The support from the regional offices of STA has been crucial to the development of MM. There is a growing interest in car clubs and one of the biggest suppliers won the award “green capitalist of the year” in 2010.

4.2 Describe MM measures that are successful and will be continued in the future.

The work with MM during road construction have proven to be successful (for instance in Gotheburg and Stockholm), and several authorities will continue to work with MM during road construction in the future.

Some feasibility studies have been conducted concerning MM at new development sites. These feasibility studies are likely to continue in the future, and MM measures are likely to be integrated in new development areas in the future.

4.3 What are the future policies that are being drafted or considered in your country currently?

The Swedish handbook TRAST (Traffic for an attractive city) for developing SUTP has also been strengthening the MM work during recent years. The new SUMO/SARA work to make monitoring and evaluation even better will probably make the knowledge on cause-effect much better. It will also make it easier to form indicators for use in MM work. The interest of using MM during large maintenance projects or building of new roads is a new field that is quite new but is growing fast. The aim for the MM measures is to decrease the flow of cars during the constructing period in order to reduce queues and disturbance which can lead to delays in the project. If it is possible to get more travellers to choose public transport, bicycle or to use the car other times than peak hours it leads to improved accessibility. This will make it easier to finish the road project on schedule, which can save money. Another emerging area is the use of MM within travel plans for sites such as schools, shopping centres, companies and workplace-areas. Much inspiration for this comes from Great Britain. The Swedish Transport Administration in the Stockholm and Gothenburg area are developing methods to include MM in the process in infrastructure projects.

Several national guidelines on Mobility Management have been produced. One national guideline concerns MaxLupo (i.e. how to use Mobility Management in land use planning) and is published by the Swedish Transport Administration (STA). STA has also published a national guideline on how to work with Mobility Management under road construction. Finally, the Swedish Association of Local Authorities and Regions has published national guidelines on how to work with Mobility Management in transport planning.
4.4 Which example(s) – in term of policy, strategy or implementation – from other European countries would you like to see transferred in your country?

The Section 106\(^1\) from the UK would be useful in a Swedish context as it would strengthen the municipalities’ possibilities to request travel plans at larger establishments.

Mobility Management during road constructions as is being undertaken in the Netherlands is very interesting to transfer to Sweden, and we are currently involved in a policy transfer with the Netherlands as part of the EPOMM-Plus project.

The regulations in France that states that all public transport companies should have at least one person responsible for Mobility management and the regulations that states that all public authorities should finance 50 % of the public transport ticket for all employees could be interesting for transferring.

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\(^{1}\) The section 106 of the Town and county planning act 1990 makes it possible for a local planning authority to establish a legally binding agreement with a land owner. The local planning authority can demand such agreement in order to grant planning permission. The agreement could include measures to deal with traffic generated from the planned area.
## Knowledge infrastructure of MM

<table>
<thead>
<tr>
<th>Networks, organisations &amp; associations active in MM</th>
<th>Key MM experts and policy makers (with contact details)</th>
<th>Key websites</th>
<th>Key documents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swedish Transport Administration</td>
<td>Krister Wall, STA, Region South East</td>
<td><a href="http://www.ressmart.se">www.ressmart.se</a></td>
<td>Effekter av Mobility Management åtgärder - en analys för Stockholm baserad på internationell litteratur (WSP)</td>
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<tr>
<td>Energikontor Sydost</td>
<td>Per Schillander, STA Region West</td>
<td><a href="http://www.trafikverket.se">www.trafikverket.se</a></td>
<td>Framgångsrikt mobilitetsarbete i kommuner (Vägverket) <a href="http://publikationswebbutik.vv.se/upload/2724/2007_3_framgangsrikt_mobilitetsarbete_i_kommuner.pdf">http://publikationswebbutik.vv.se/upload/2724/2007_3_framgangsrikt_mobilitetsarbete_i_kommuner.pdf</a></td>
</tr>
<tr>
<td>Energikontor öst</td>
<td>Jonas Thörnqvist,</td>
<td><a href="http://www.smartaresor.nu">www.smartaresor.nu</a></td>
<td>MM i trafikplaneringen – Hållbart resande i praktiken, Handbok från SKL och Trafikverket</td>
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<td>Name</td>
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<tr>
<td>Bästa resan Västernorrland</td>
<td>Patrick Olsson, STA, Region South</td>
<td><a href="http://www.nyavagvanor.se">www.nyavagvanor.se</a> MM i den kommunala planeringen – MaxLupoSE, Trafikverket</td>
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<tr>
<td>ResSmart</td>
<td>Anders Söderberg, chief transport/environment dept, City of Lund</td>
<td>Handbok för MM I byggskedet, Trafikverket</td>
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<tr>
<td>Swedish Energy Agency</td>
<td>Stina Nilsson, chief transport/environment dept, City of Malmö</td>
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<td>Annika Hörlén, City of Malmö</td>
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<td>Bo Lindholm, expert, City of Kalmar</td>
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<td>Hasse Zimmerman, expert, City of Karlstad</td>
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<td>Anne Stensson, City of Östersund</td>
<td>Gunilla Fransson, City of Gothenburg</td>
<td>Christer Jungberg, Trivector Traffic</td>
<td>Jesper Johansson, WSP</td>
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6  Next steps for the Mobility Management Monitors

6.1 Suggestions on the use of MMMs for further dissemination

6.2 Improvement of this template for next years