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FINDING A BETTER WAY

Policy and planning processes for promoting bicycle use in Sweden

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CyCity:

Bicycle share of trips in urban areas in Sweden

<10 % – 40 % ?

National share of trips
10 %



Background – National goals

- Late 1990:s – government bills with ambitions to increase bicycle use
- 2000 – National bicycle strategy with two main goals:
 - Safer bicycling
 - Increased share of trips by bicycle
- Mid 2000 – more government bills with ambitions to increase bicycle use
- 2011 – Despite bills, strategy, and other efforts - expected results have not been achieved!?
- Current national goals: From increase -> Improved conditions

Background – Local goals

Kommun	Ökad cykeltrafik	Ökad gångtrafik	Basår	Måår
Stockholm	Cyklandet ska öka under alla tider på året		2006	
Göteborg	Öka andelen från 8–9 % till 12 %	Andelen fotresor ska öka	2005	2010
Malmö	Öka med 10 procentenheter			10 år
Linköping	Öka andelen från 30 till 40 %		2008	2028
Örebro	Öka andelen till 33 %			2020
Jönköping	Öka antalet med 20 % i centrala Jönköping		2005	
Umeå	Att resor med cykel och till fots tillsammans ska bli de mest använda färdssättet (vardagar) för boende inom tätorten			
	Att andelen resor som görs med kollektivtrafik, cykel eller till fots utgör tillsammans minst 55 % av alla resor för boende inom tätorten			2012
	:// ... minst 65 % av alla resor för boende inom tätorten			2020
Lund	Cykeltrafiken per invånare ska öka med 5 %	Gångtrafiken per invånare ska öka	2004	2013
	Cykeltrafiken per invånare ska öka med 10 %		2004	2030
Gävle	Andelen resor <4 km som sker med cykel ska öka (från 23 till 40 % respektive 60 %)	Antal besökare av centrum och Stortorget ska öka	2008	2015/2025
Karlstad	Öka antal cykelresor*			
Kristianstad	Öka andelen med 25 %		2006	

Source: Niska, A. et al. (2010) Methodsfor estimating pedestrian and cycle traffic., VTI Report 686.

SOURCE: CONTINUOUS AND INTEGRAL: THE CYCLING POLICIES OF GRONINGEN AND OTHER EUROPEAN CYCLING CITIES*

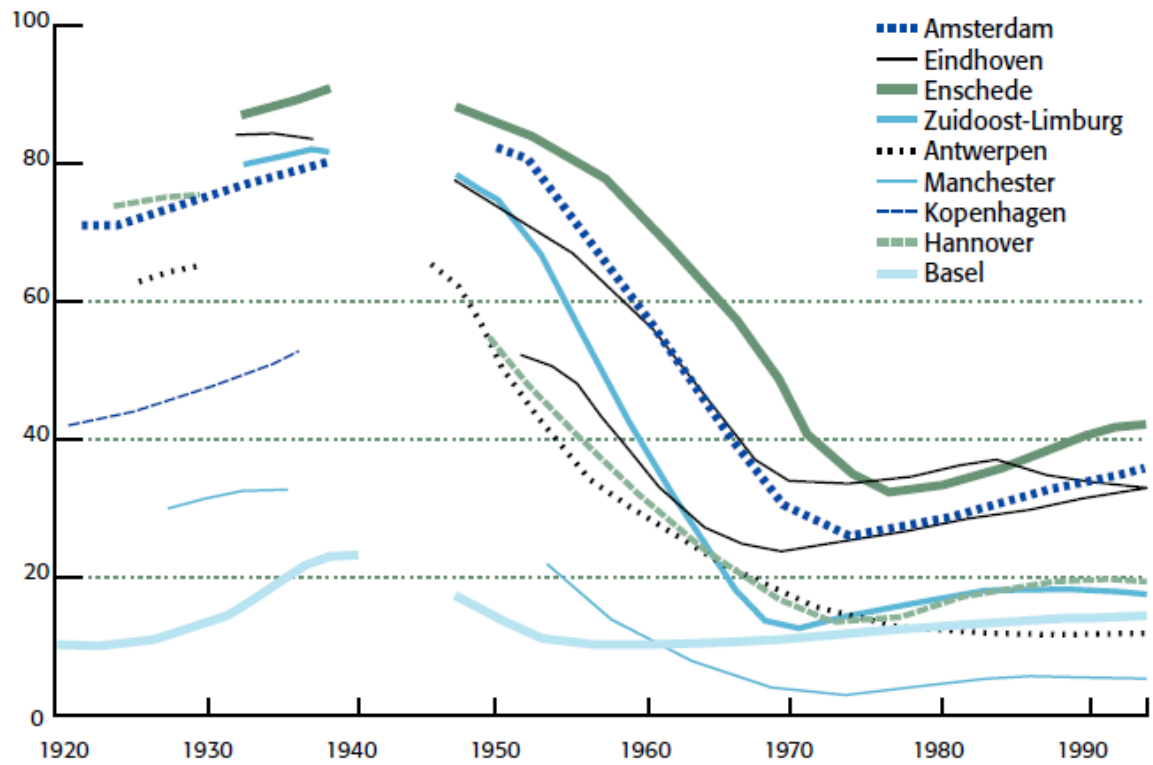
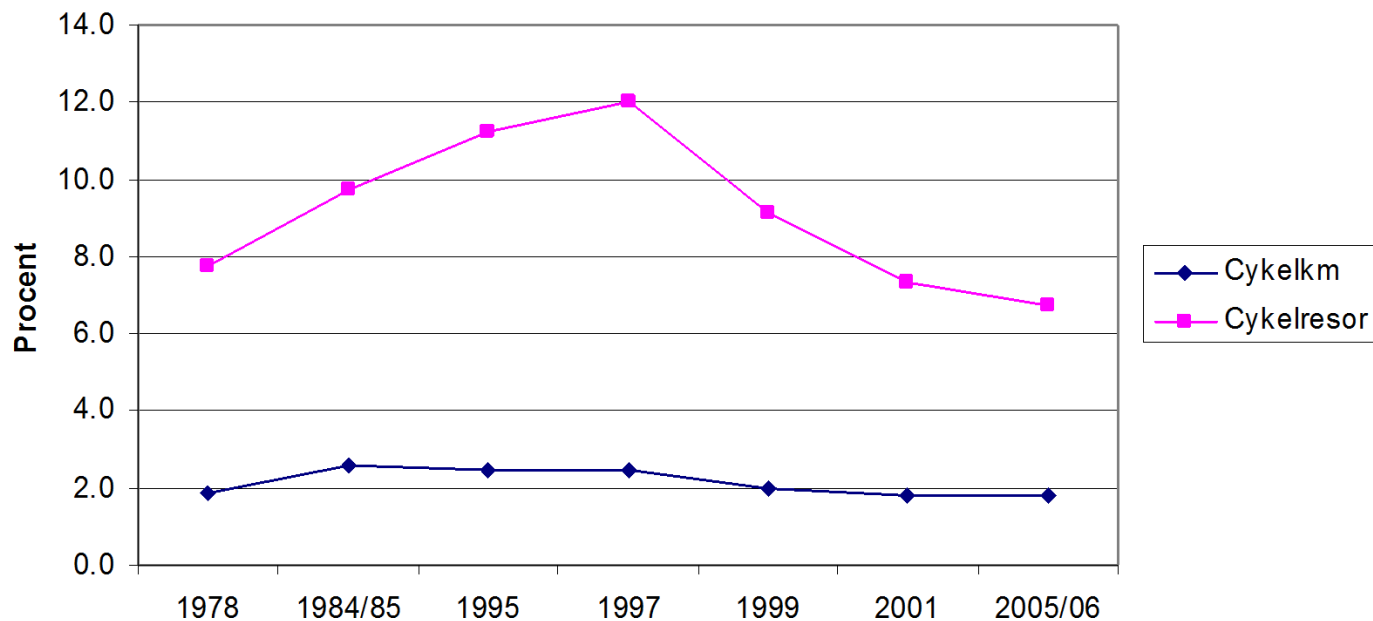


Figure 4. Historical bicycle mode share in several European cities.

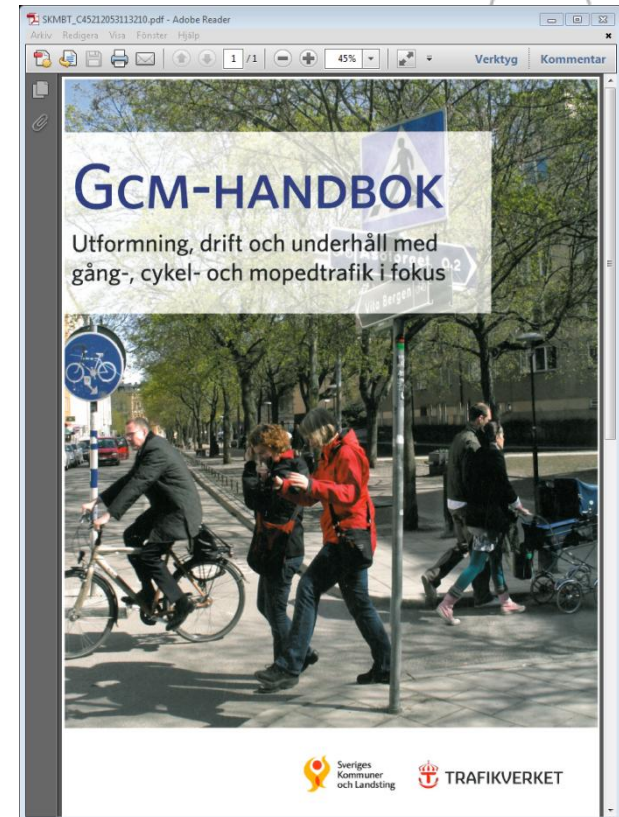
Bicycle share of trips in Sweden (NTS)

Andelar cykel km respektive resor
av sju valda färdssätt



Support to local and regional planning

- Climate Investment Programs (KLIMP) (1997-2012)
- Bicycle research (mid 2000->)
- Make towns instead of traffic planning and housing development (2003)
- Traffic for the attractive city (2007)
- Guidelines for planners (SKL, 2010)
- National strategy 2011 ->



GCM Handbook

- Design – bicycle lanes, etc.
- Design – crossing
- Maintenance
- Accessibility
- Parking
- Lighting
- Road signs
- Regulations



Objective

”Why are the political ambitions not realized?”*

- Lack of coordination between policy and planning and between planning sectors?
- Conflicts of interest?
- Lack of knowledge?
- Lack of planning models and support?
- ...?

*Mossfeldt L & Reneland M (2005) Stadsutveckling för hållbara transporter. Kunskapssammanställning och förslag till vidare studier, Naturvårdsverket Rapport 5496.

Methods

- Case studies (four cities with 100-250 000 inhab.)
- Interviews (planners and policy makers)
 - Master planning
 - Detailed city planning
 - Transport planning
 - Projects, implementation

Analyses

Step 1

- Conditions and form for the local bicycle planning
- Actors and driving forces
- Roles and responsibilities
- Views and knowledge

Step 2

- Identification of barriers and potential for the local bicycle planning
- Requirement/s for further development of models and support

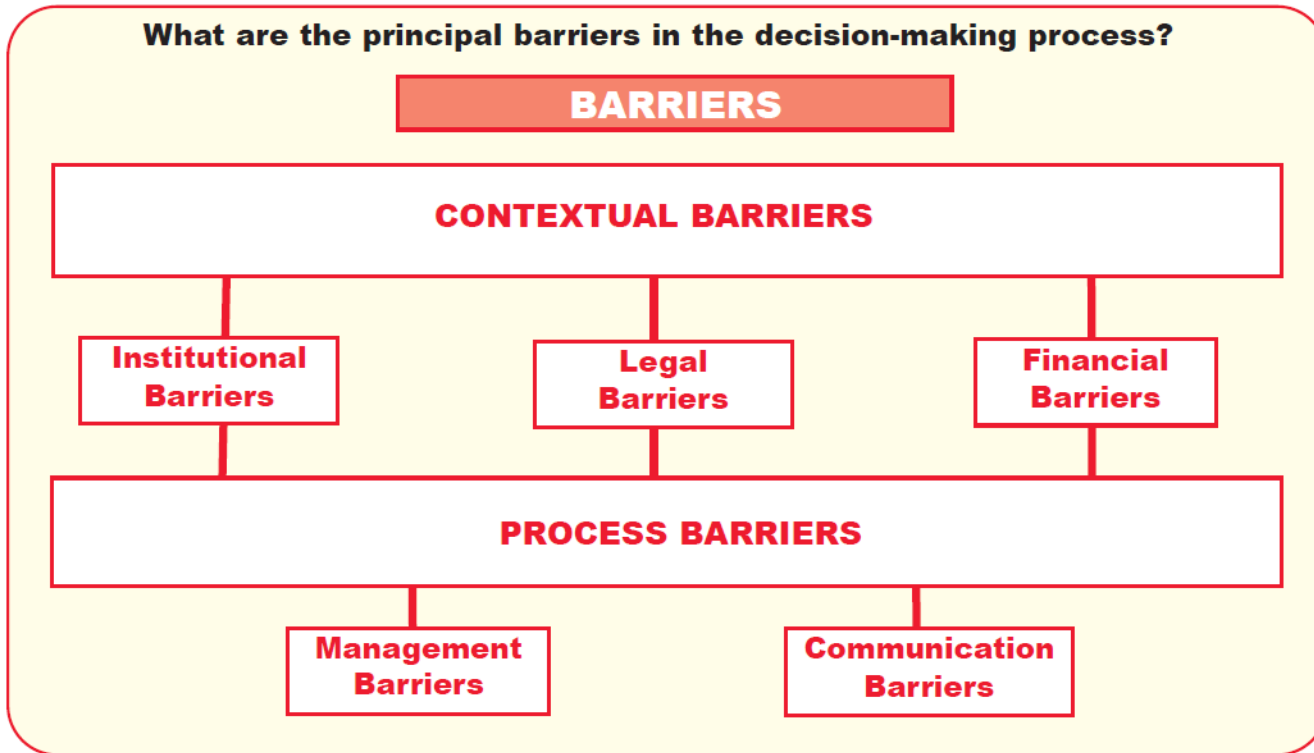
Analyses - Potential barriers:

(From "Traffic for the Attractive City", 2007)

- No common vision and goals
- Difficulties to concretize
- Bad timing
- Lack of process logic
- Unclear funding
- Personal qualities (and competence) missing
- Key persons missing
- Formal barriers
- Traditions
- Structural patterns
- Lack of long-term perspective
- Opportunism (short-term perspective)

Barriers for transport projects

(Guidemaps Handbook, Vol 1, 2004)



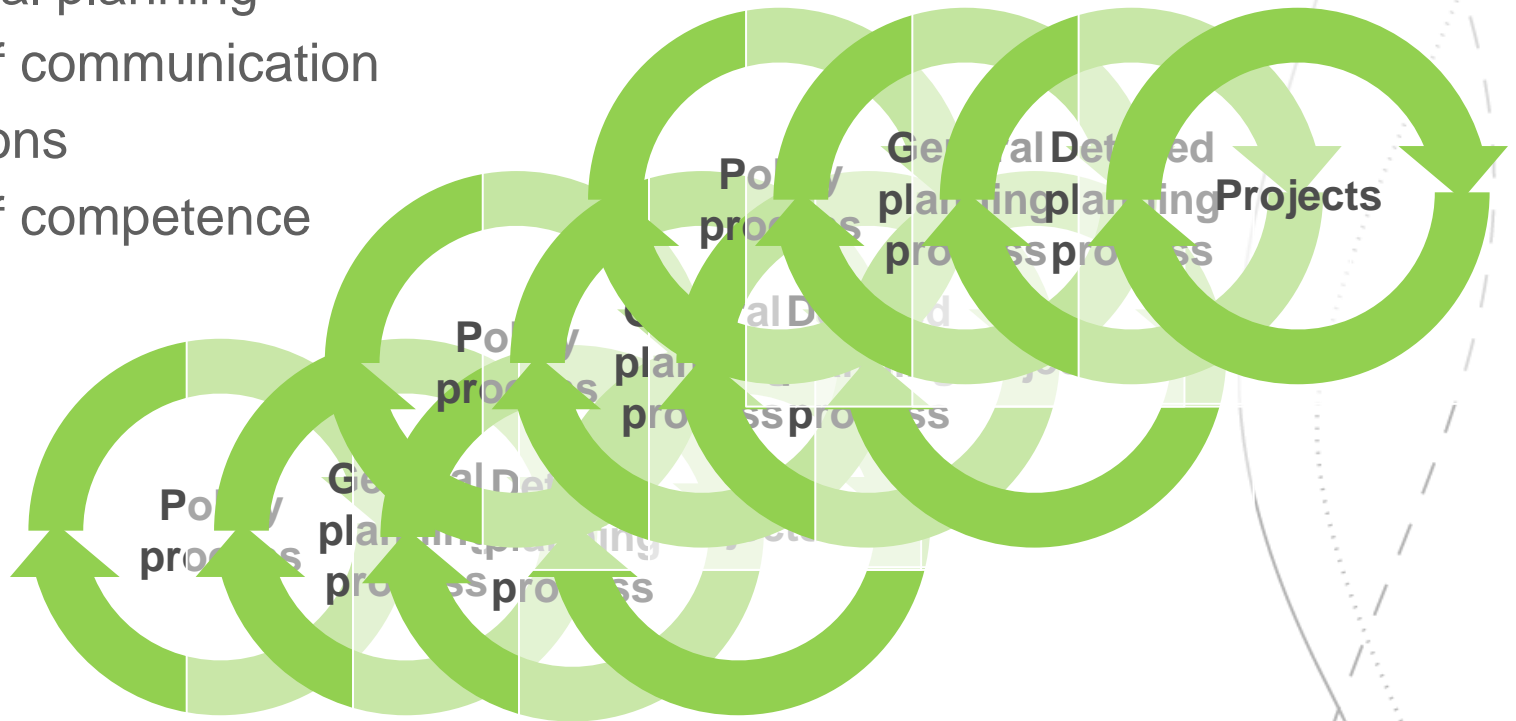
Barriers to implementation

(Prospects, A Decision Makers' Guidebook, 2005)

- Legal and institutional
- Financial
- Political and cultural
- Practical and technological

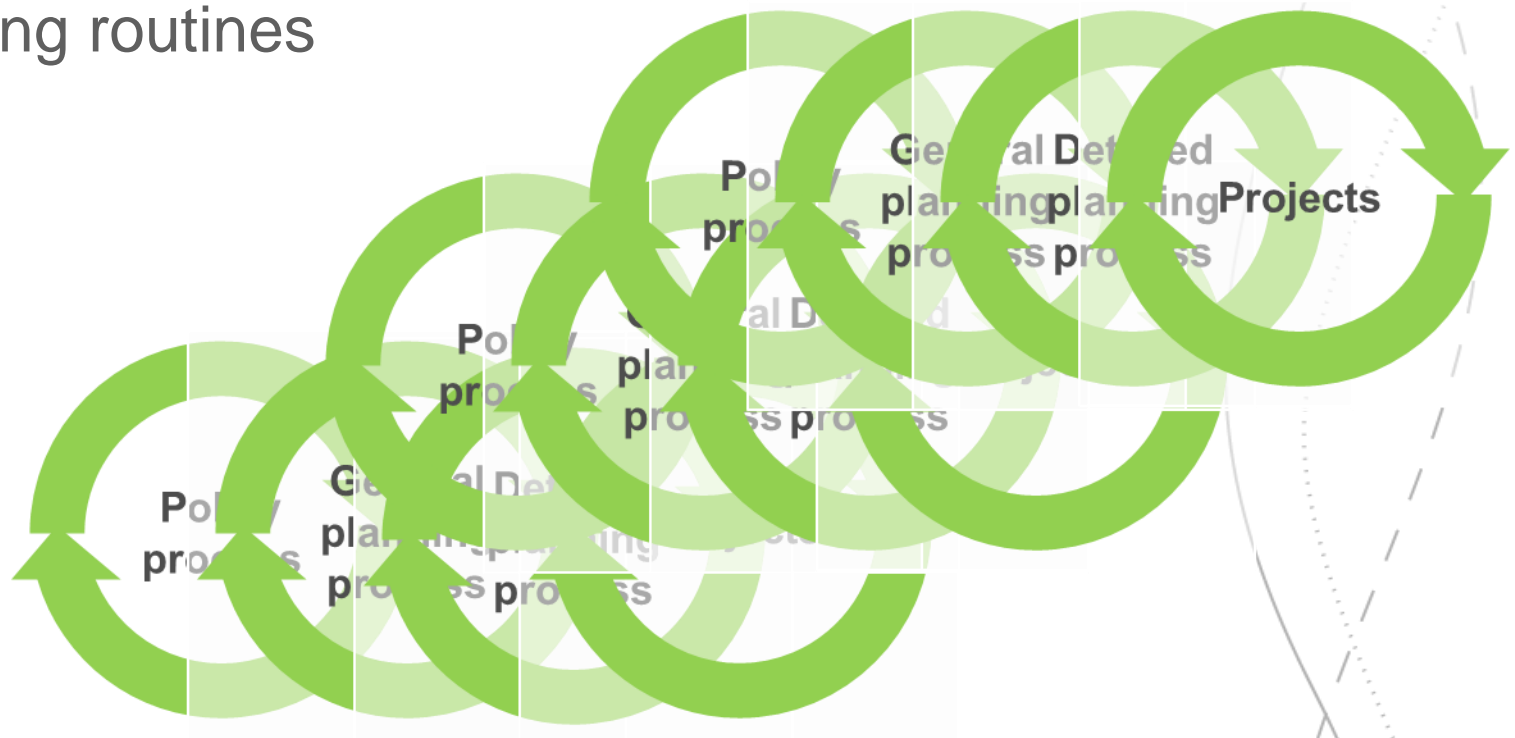
Conclusions – Main barriers

- Lack of long-term perspective
- Lack of common vision and goals
- Sectorial planning
- Lack of communication
- Traditions
- Lack of competence



Solutions?

- Common ground
- Knowhow
- Planning routines



Other related projects

KTH, Martin Emanuel

Historical study of the development of bicycle traffic in Stockholm and Copenhagen 1970–2010

WSP, Lisa Johnsson

Bicycle planning over municipal borders

LTH, Till Koglin

Planning for cyclist – theories, implementation and the right to public space, 2008-2013

From car-centric to bicycle-centric: Development of planning tools and Swedish competence

Theme A

Bicycle planning

Theme B

Measures and effects

Theme C

Bicycle infrastructure



The logo for vti, consisting of the lowercase letters 'vti' in a bold, red, sans-serif font. The 'v' and 't' are connected, and the 'i' has a solid red dot above it.

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FINDING A BETTER WAY

**Thank you for your
attention!**

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