

# LUND (SE)

## Introduction

Lund, situated in the centre of the Öresund region in southern Sweden, is one of the oldest cities in Sweden. Over the centuries it has earned a reputation of being a place where people meet, and, today, more than ever, Lund is a meeting place for ideas and creativity. The university, science-park, multicultural atmosphere and historical surroundings, along with its central location, have turned Lund into an international city where ideas are born - ideas that achieve both national and international success.



With its 100,160 inhabitants, Lund is the twelfth largest municipality in Sweden. It covers an area of 443 km<sup>2</sup>, of which 22,9 km<sup>2</sup> are densely populated.

## LundaMaTs – an integrated effort to create a sustainable transportation system

Lund's sustainable transport strategy, LundaMaTs (miljöanpassat transportsystem i Lund), was introduced in 1997. The five pillars of the strategy are:

- ◆ better public transport with improved intermodality for city buses and regional transport services
- ◆ bicycle city
- ◆ industrial transportation including more sustainable commuter transport
- ◆ environmentally friendly car traffic
- ◆ sustainable urban planning.



In the framework of LundaMaTs, a large number of activities – both infrastructure and soft measures – have been carried out and several projects initiated. Measures for discouraging the use of the private car include speed reduction measures, reallocation of road space, limiting parking space as well as supporting car pooling and car sharing. Nevertheless, the emphasis in LundaMaTs is on measures designed to encourage voluntary changes aiming at creating an environmentally sound transportation system.

## Sustainable urban planning

Lund's work on sustainable development gained momentum with Local Agenda 21 in 1997 and the general plan from 1998. The general plan contains about 20 different viewpoints regarding sustainable development. Examples of viewpoints on transport are: high priority for walking and cycling, reduction of car traffic especially in densely populated areas, location of new residential areas at cycling distance from working places and near the city centre, extension of public transport with long-term socio-economic solutions, promotion of car sharing and car pooling. It must be kept in mind that these high ambitions and important viewpoints sometimes collide with other interests.

The city aims at integrating land use and transport planning to reduce the use of cars and stimulate the use of public transport and non-motorised modes. The general land use plan points out that expansion should only occur within bicycle range and in corridors where good sustainable transport is possible.

A project to tie mobility management and spatial planning closer together is currently running. A handbook, policies and tools for the municipality's planners to increase the knowledge on integration between land use and transport planning will be developed. .

If routes to school become safer, walking and cycling to school can increase and car traffic decrease. As part of the **'Walk and Bike to School'** project within LundaMaTs, school children and parents filled in a questionnaire about unsafe traffic spots, how they travel to school and which route they take. The results of this questionnaire have been used to produce a list of the most critical spots around Lund that need to be improved, in terms of traffic safety. The list is now used by the City of Lund to amend these critical spots and 30 of the spots have already been rebuilt! Soft measures arising from the project are e.g. the Walking School bus, where parents take turns to walk a group of children to and from school.

## The bicycle city

'Bicycle City' is an integrated approach towards cycling in the city of Lund in the framework of LundaMaTs. The focus lies on physical measures such as improvement and expansion of the bicycle network, bicycle parking, path lighting and Bike & Ride as well as on soft measures like specific marketing actions to change people's attitudes and transport behaviour in favour of cycling. The Bicycle City initiative consists of five main projects:

- ◆ high priority to bicycle traffic
- ◆ improving infrastructure by creating an extensive network of bicycle paths
- ◆ organisational improvements through the creation of a bicycle group and centre
- ◆ maintaining bicycle safety through preventing an increase in bicycle accidents as bicycle traffic increases
- ◆ scientific evaluation of projects.

Lund is one of the most bicycle friendly towns in Sweden. The modal split for cycling and walking is 45 % , as compared to the national average of 30 %.

The cycling network comprises 170 km and the bicycle parking facilities amount to 4.800.

Today, the city has 16 Bike&Ride facilities at major regional bus stops. These include a total of about 600 cycle stands with protection against weather and theft.



Everyday, Lund's citizens cycle around 170.000 km, and 21.000 people visit the city centre by bike. 35.000 people per day change their mode of transport at the Lund central station. A large number of them parks his/her bike at one of the 3.800 parking facilities and continue the trip by bus or train. Since 1996, there has been a guarded bicycle park, called LundaHoj, situated in the railway station area. Besides safe parking, 40 rental bicycles are offered, some of these are accessible for children and people with disabilities.

## Public transport

One of the principal characteristics of the transport policy in Lund is the construction of better infrastructure for buses and the marketing of public transport in co-operation with the regional transport operators.

**Lund Link** is a public transport highway from the centre of the city via the University hospital, the Lund Institute of Technology, the Lund University, large business concentrations, and out of the city. Along the 10 km long stretch, bus traffic is prioritised by new, fast routes that to a large extent are separated from other traffic. The Lund Link was opened in the year 2003 to bus traffic. It is a central measure aiming at enhancing the competitiveness of public transport.

The strategy of the city council is to establish fast bus lanes with buses of high standard and later convert the system into a tramway. As of today, the Lund Link is built for bus traffic, but is designed to enable the introduction of a modern tramway without large and costly reconstructions. The time frame for this is 5-10 years. Real time information will be introduced at eight bus stops in the near future.



## A service line for elderly and people with disabilities

In the beginnings of the 90s, a service line to support the mobility of elderly and disabled people was introduced. Adapted low-floor buses drive along longer routes and pick up elderly and mobility impaired people right at their doorstep. The buses serve the residential areas and

the city centre, but also the hospitals and most of the day care centres and homes for elderly people.

### **Clean Municipal Fleet**

Lund bets on cleaner motors and fuels. Today, 30 out of the 38 city buses are fuelled with natural gas. The diesel buses drive with eco-diesel or with sulphur-free diesel. Nevertheless, it is planned to have the whole fleet powered by natural gas in the near future.

### **Access Restrictions for Car Traffic and Parking**

In 1999, an environmental zone with access restrictions for heavy vehicles was established in the city centre. Diesel-driven trucks and buses with a total weight of more than 3,5 tons have to fulfil at least the Euro 3 norm to be allowed to enter the zone. The environmental zone is not only to improve the local environment, but also to create a market for environmentally sound vehicles and thus, to speed up technical development. Criteria for even stronger restrictions for entering the zone will be developed in the near future.

The principal objectives of Lund's parking policy are:

- ◆ geographically differentiated parking fees : the more central the parking spot, the shorter the parking periods and the higher the parking fees.
- ◆ parking spots in the streets have shorter parking periods and higher parking fees than in parking buildings/garages.
- ◆ parking for residents has higher priority than parking for employees (regulated via fees and number of parking spots).

### **Electronic parking guidance system**

An information system for parking in Lund has been in place since 1999. The system aims at improving the use and accessibility of parking facilities and information. Six parking facilities are linked with the system along with 48 signs (42 of them dynamic) directing people to the nearest parking facility.

### **ISA – Intelligent Speed Adaptation**

Lund has participated in a large-scale ISA trial financed by the Swedish National Road Administration in the years 1999-2002. The results from previous trials show that speeding decreases considerably resulting in a decrease of harmful emissions as well. The Technical Services Committee decided in December 2002 to strive for an implementation of intelligent speed adaptation equipment in the City Buses and in the municipality's own fleet. A few demonstration vehicles in the municipality are equipped with ISA today.

### **Noise**

LundaMaTs' goal is to reduce traffic and therefore also noise caused by traffic. Since 1995 the City works with a plan to decrease the noise level in buildings with disturbances from traffic. The City offers subsidies to real estate owners located along streets with high noise levels. Subsidy is given for better windows, valves and noise fences.

### **Mobility Office**

The Mobility Office in Lund, established within the framework of LundaMaTs, works on mobility management measures such as car sharing, car pooling and commuting by bike or bus. It has set up various information and awareness campaigns aimed at different target groups, like the Health Bikers and the Bus Rider projects for commuters.

**SMART Road User** is the current campaign aimed at employees of companies and the municipality. They receive information on travel time, travel costs, emissions, etc. with car, bus and bike for trips between their home and work place. In addition, information given about alternatives, like car sharing or car-pooling.

By the end of 2003 just over 10.000 households and approx. 15 work places had been incontact with the Mobility Office and its services.

The Mobility Office is also responsible for the city's participation in the **'European Mobility Week'** and the **'In town without my car!'** initiatives. Lund received the European Mobility Week Award 2003 for the best communication strategy.

