Application Form CIVITAS Award:

CITIES IN MOTION: TOWARDS A NEW ROLE FOR CITIES IN EUROPEAN TRANSPORT POLICY – for a CIVITAS non-demonstration city

I. Details of Applicant

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Size of City/Town:	Please tick / insert an “x”.	
		up to 50,000 inhabitants
		50,000 to 150,000 inhabitants
		150,000 to 500,000 inhabitants
	x	more than 500,000 inhabitants

In your opinion, which ambitious measure(s) did your city successfully implement in the field of sustainable urban transport?

Stockholm has implemented many ambitious measures in different policy fields, to achieve a more sustainable urban transport system. Stockholm has shown that ambitious investments such as traffic management and congestion charging make a big difference, but also that small and inexpensive measures such as bus priority systems can make important contributions.

Stockholm is the leading city in Europe when it comes to **clean vehicles and fuels**. Stockholm has shown that a combination of carrots and sticks is an efficient way to make people change their behaviour. Stockholm has now reached a market breakthrough for clean vehicles. Today 19 percent of all sold new vehicles are clean vehicles The incentives introduced, such as reduced parking fees, and subsidies for extra vehicle costs, have increased the interest for clean vehicles. Demanding clean vehicles when procuring transport services, e.g. taxis, has also been efficient. When purchasing waste trucks, the city now only accepts vehicles running on biogas. Successful promotional activities, like test fleets for companies, networks of clean drivers and websites promoting clean vehicles have also increased the sales of clean vehicles. Stockholm also promote the building of the infrastructure

Stockholm has had a full-scale trial with **congestion charges** (January – July 2006). The successful implementation has reduced inner city traffic with 25 %. No other measure is close in receiving such large effects on congestion, travel times and reduced environmental impacts. Since clean vehicles had an exemption from the congestion charges, the trial has also helped to increase the sales of clean cars.

Stockholm has an efficient **public transport system** with approx. 75 % of the journeys in the morning rush hour. The PT system has been improved with better traffic information and trip planning, dynamic bus priority systems, regular quality surveys, real-time information at bus stops and internet, a travel guarantee for delays and incentives for contractors to perform better. The PT system has had integrated ticketing for more than 50 years and an implementation of a smart card system has also been prepared and will be in operation next year.

Stockholm has shown that **consolidation of goods** reduces transports and their negative impact. In Stockholm, two logistic centres have been established. One handled the deliveries to a large construction site by co-transportation of goods with a temporary material storage and a smart traffic guidance system. This reduces driving, emissions, and queuing time but also offers the protection for the goods against weather and thefts and allows just-in-time deliveries to the construction place. The other logistic centre handles deliveries to restaurants in the medieval part of the city of Stockholm, offering smart logistic deliveries, using a biogas truck for all deliveries.

Another way to reduce the negative environmental effects from goods distribution is to implement **environmental zones**. When Stockholm introduced it 1996, we were first in Europe. The environmental zone only allows low-polluting heavy vehicles to drive in the inner city.

As the one of the first cities in Europe, Stockholm introduced **a 30 km/h speed limit** at all residential streets in the city this year. First indications shows that the maximum speed has decreased, but this does not affect the average speed or the traffic flow.

Stockholm has increased the number of **bicyclist** with 85 % in 10 years, mainly through improved and safer bicycle lanes. A normal day, approximately 100 000 persons go by bicycle in Stockholm. The use of helmets is increasing and is currently more than 70 %. In 2006 a bicycle-club will start, where it will be possible to use anyone of 2 500 bicycles spread over the city for 5 hours for a small yearly fee.

How political leadership and support, and technical competence added up to the success of your measures?

The evaluation of the implemented measures has shown that strong political leadership is of vital importance for success. Having brave politicians with patience helps a city achieving its goals. The good results achieved in Stockholm did not occur by themselves, but with the help of strong and dedicated leader as well as engaged and competent technicians

The successful introduction of **clean vehicles** and fuels in Stockholm is one excellent example, where cooperation and support by strong political leadership, together with technical competence and devoted employees at the city administration, has led to a market break through. Since 1995, the City of Stockholm has a specific programme for introducing clean vehicles and fuels. Members from all political parties form a committee that supervises the group. Politicians actively try to harmonise the cities' different actions in order to support the market introduction of clean vehicles and fuels. Together with their colleagues in Göteborg and Malmö, also running clean vehicle projects, they regularly discuss with the national government.

The implementation of the **congestion charges** in Stockholm is also an example where brave politicians were required. Despite the public opinion, they decided to conduct a full-scale trial. During the trial, when congestion was reduced as well as travel times, the public opinion changed and a referendum in September 17 will influence the decision to continue or discontinue the congestion charges in Stockholm. The congestion charging system have been a success also concerning technical performance. The pay stations have worked well and the system has handled the delicate issue with personal integrity.

The politicians and technicians working with the **PT system** in Stockholm have been fore runners in developing clean techniques. Since the eighties, Stockholm have tested approx. 30 different techniques in the PT system. Today, all buses in the inner city are fuelled by ethanol or biogas. There is a political decision to turn all 2000 buses in the region fossil free until 2020.

The implementation of measures like cycling, 30 km/h speed limit, environmental zones had been impossible to implement without strong local politicians.

How did you take local cultural circumstances into account in the development and implementation of your urban transport measures?

The city of Stockholm is the capital of Sweden and the country´s largest city with 770000 inhabitants. The city is built on 14 islands, where lake Mälaren flows out into the Baltic sea. The bridges and tunnels connecting the islands create bottle necks in the road system.

Since Stockholm is built on water, hence boats and ferries are natural parts of the city-line. The new city district Hammarby Sjöstad is a former harbour area and is connected also by boat to the inner city with a popular and frequent (10-minute traffic) ferry-line that connects to buses on the inner-city shore. Many citizens in the archipelago commute by boat parts of the year, as this is a faster way. Stockholm is also preparing innercity ferry lines operated on biogas.

During many years, Stockholm has worked goal-oriented to become a sustainable city. The district heating has been expanded and industries removed from the city. The traffic is now the major environmental problem in Stockholm. The biggest traffic problems include an increasing numbers of vehicles, congestion on many main roads, heavy duty traffic, limited rail capacity and few cyclists. Moreover, there are problems with the air quality in inner city areas, especially due to a high concentration of NOx and particulate matter. Noise levels are also high.

The vice mayors of Stockholm are good examples in changing the inhabitants behaviour towards a more sustainable city, as they use the PT system when commuting to work.

How did your city improve urban transport measures through qualitative and quantitative monitoring?

The city of Stockholm has used both qualitative and quantitative methods to monitor the results and use the results to improve the measures.

The base for the monitoring of the environment is a monitoring system including air quality, noise levels, water quality etc. Traffic is monitored by the indicators traffic flow, travel time, average speed, level of congestion, share of heavy traffic etc. Additional monitoring is related to different measures and areas. Some of them are dscribed below.

The monitoring of clean vehicles and fuels include: Number of sold vehicles, sold amount of different fuels, acceptance etc. The effects of different incentives are continuously monitored and give input to the need of additional incentives.

The evaluation of the congestion charges have included more than 50 different studies, from socioeconomic studies and regional effects to environmental effects and influences on health.

To evaluate PT service, the acceptance and satisfaction is qualitatively monitored regularly by surveys. The punctuaility of the service is also evaluated. These indicators are used as incentives towards the contractors. Quantitative indicators are number of passengers, number of trips, costs and revenues etc.,

The compliance within the environmental zone is monitored every 4th month. The evaluation of the logistic centres include amount of consilidated goods, delivery vehicle load rate, number of trips etc.

To monitor the development of cycling, additional monitoring include countings, acceptance surveys, follow-up of reported problems etc.

How did your city seek to exchange information with other cities engaged in related fields of action?

Stockholm exchanged information with several cities, both European and other. With the Trendsetter cities, Lille, Graz, Prague and Pécs, the knowledge exchange was extensive throughout the four years project. But the cooperation with other Civitas project was major and efficient, with participation in each others seminars and workshops, discussions on political level and informal knowledge sharing between technicians in the different fields. The exchange within Civitas gave us new contacts as well as new experiences and knowledge.

The city of Stockholm has continued the international cooperation after the finalisation of Trendsetter. Examples are the EC financed BEST (ethanol) and Biogas projects as well as the Ethanol bus buyer consortium. Stockholm has also been a partner in the CUTE project, concerning fuel cell buses.

Stockholm has created a network for all cities interested in clean vehicles and fuels in Sweden, working together towards the national level. Stockholm has also a large network of cities in Europe and exchange experience regularly with Clean cities in the U.S. Since Stockholm is really at the front concerning clean vehicles, many cities are interested in our work and we have several study visits each week.

Prior and during the implementation of several of the implemented measures, Stockholm cooperated with other cities within the same field of action. One example is the exchange with Singapore and London when preparing the congestion trial. The trial was followed by many interested cities around the world and many cities visited Stockholm during the trial. Also the environmental zone and 30 km/h speed limit attracts visitors and increases the knowledge transfer. Another example is the knowledge transfer between different European cities all implementing or running smart card systems.

Thank you for applying for the CIVITAS Award:
"Cities in Motion: Towards a New Role for Cities in European Transport Policy" - for a CIVITAS non-demonstration city

If your local authority is selected as winner by the CIVITAS Policy Advisory Committee, you will receive the CIVITAS Award: "Cities in Motion: Towards a New Role for Cities in European Transport

Policy" – for a CIVITAS non-demonstration city, at the CIVITAS Forum Conference in Burgos, 25-27 September 2006.

Please send your application form to civitas@fgm-amor.at