City of Lund

Sweden

1.Introduction

Lund is situated in the south of Sweden, close to Malmö and the Danish capital Copenhagen. Lund is easy to reach, by bus, train or car. The Öresund Bridge, officially opened in year 2000, provides a direct link for cars and trains between Sweden and Denmark. It only takes 30 minutes by train to get from Kastrup - Copenhagen's international airport – to Lund. The centre of Copenhagen is only another 10 minutes away. In Lund itself, the easiest way to get around is to walk or cycle.

"Lund - City of Ideas - is a place where academia, business, culture and nature thrive within bicycle distance from each other."

The municipality of Lund have 112 000 inhabitants, around 80 000 lives in the city of Lund which is the scope for this case study. The city of Lund is one of the oldest in Sweden, the street-net in the city centre is from the medieval times. Lund is also a university town. About one third of the population in Lund city are students.

Lund is one of the important cities for growth in the south region. The University of Lund, the largest in Scandinavia, is a big part of that. Over the years, a great number of knowledge-based companies have developed with the help of the university and the Ideon Science Park. Some of the internationally well-known companies are Tetra Pak, Axis, Alfa Laval, Sony, ST Ericsson, and Gambro. Two new important sites for researchers are being planned: ESS (European Spallation Source) and MAX IV (the next generation Swedish synchrotron radiation facility).

In 1998 Lund developed the first sustainable urban mobility plan: "LundaMaTs", which stands for environmentally adapted transport systems in Lund. Since then it have been revised twice, and is now a working strategy aiming at 2030. LundaMaTs has become a well-known brand for Swedish cities and traffic planners over the years. Lund's work with sustainable transportation has also sparked a good deal of international interest.

2. The process

2.1 Preparing for the assessment

The municipality decided to have the city of Lund rather than the entire municipal area as the subject of the EcoMobility SHIFT assessment. Most of the area is rural. It would be too cumbersome to retrieve the data for the entire area as it would imply the involvement of many more people. After all, the scheme is primarily designed for medium cities.

Lund was informed about the EcoMobility SHIFT project in an early stage and decided to become a co-opted pilot city almost from the start. A Memorandum of Understanding was signed between Lund and Trivector. Trivector's role was twofold: advisor during the self-assessment and implementer of the external audit, to be performed by different persons. The municipal project leader formulated a SHIFT Working Group of 5 participants made up of city officials of the Traffic and Environment Departments.

2.2 The self-assessment

The guided self-assessment took place 21 March – 14 June and comprised three working group meetings. Decisions were taken unanimously. There was no political engagement during the SHIFT process.

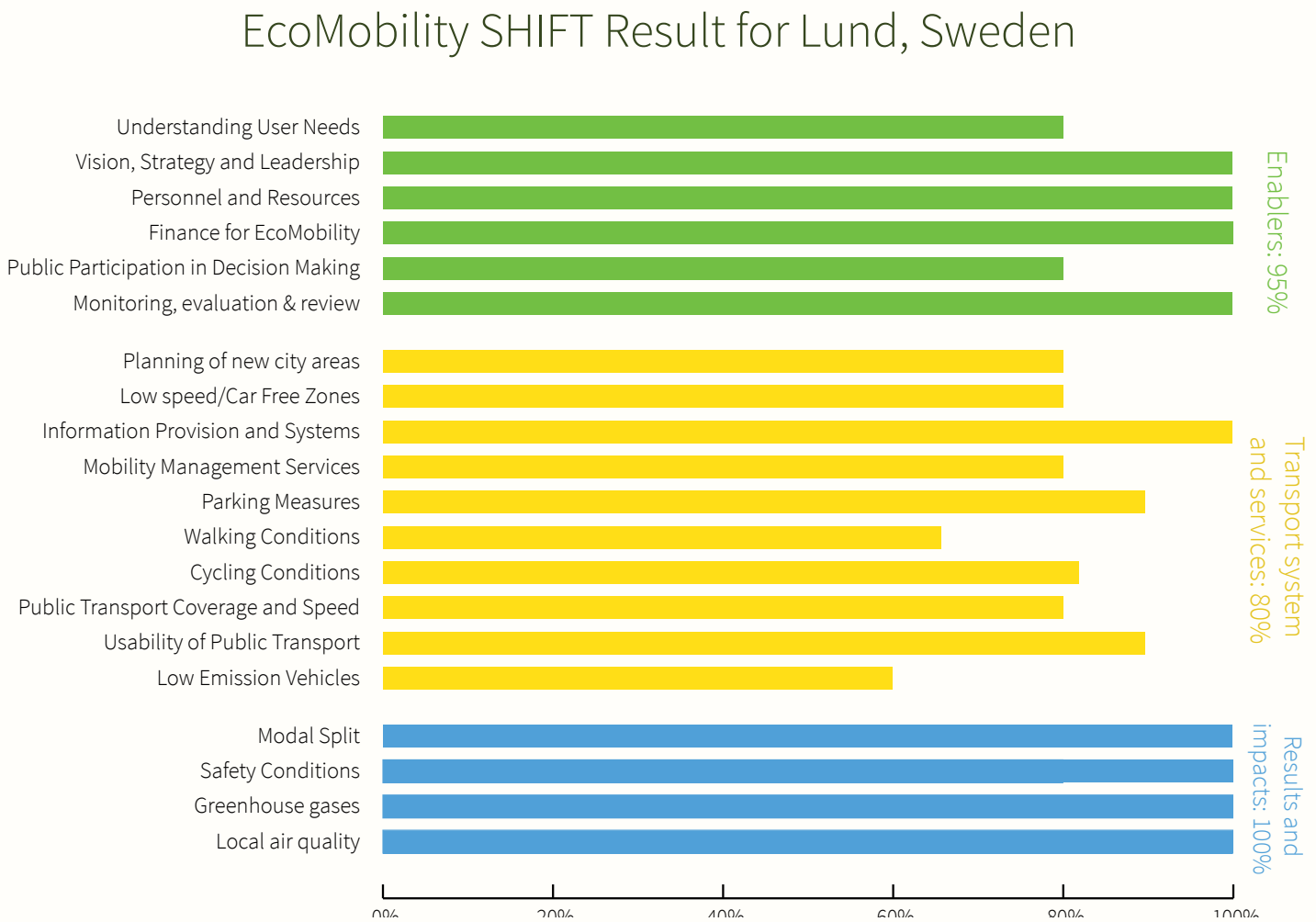
2.3 The external audit

The external audit took place in the last two weeks of June 2012. The auditor started with interviewing the advisor who had guided the self-assessment, and read through all documentation. The audit meeting was attended by all working group members so that all specific questions could be posed to the group as a whole. No specific site visit during the audit was undertaken as the auditor, as an inhabitant of Lund and a transport professional, is conversant with the city and its transport system. The audit took 40 hours.

3. Results

3.1 Overall result

Below the results of applying the system are shown as per main category. The results of the self-assessment and the audit are discussed in one go. It should be noted that there were originally 28 indicators when the self-assessment and audit were undertaken. After revisions, there are now 20 indicators and some of the original ones have been redefined; the results provided in this case study are based on these 20 indicators. The external audit, including the application of the city profile factors and new indicator definitions, resulted in adjustments



to three scores. Indicators E4 Personnel and Resources, TSS3 Information Provision and Systems and RI3 Greenhouse Gases were pushed up. Lund achieved a final score of 89%.

3.2 The Enablers: internal municipal processes (90%)

Discussing the Enabler criteria revealed that Lund ranks very well. This, of course, is directly related to the fact that the LundaMaTs strategy document has been the cornerstone of transport policy in Lund for the past 15 years. The working group felt that the city could primarily improve a bit when it comes to increasing the range of people who are involved in the public participation. The goal is always to have a wide variety of persons and everyone is invited to join, but as is often the case, pensioners are over-represented. For the years 2007-2011, infrastructure expenditure on ecomobility was between 50 and 73%, which shows that the city is prioritizing this area. The group pondered over how many cities would reach level 5 for this indicator.

3.3 Transport Systems & Services: the measures taken (83%)

When it comes to the Transport System and Services criteria, Lund reached 80% for most indicators. At the time of the self-assessment, this block was the one that caused most questions and discussions. This was mostly due to the fact that some indicators were not very clearly defined or difficulties in converting some key figures to the ones provided in the definitions as not all are standardized across Europe. For instance, low emission vehicles are defined as those which emit <120 g CO2/km in Sweden. However, a figure for vehicles emitting <100 g CO2/km could be calculated by linear interpolation during the audit.

3.4 The Results & Impacts: the long term effects (100%)

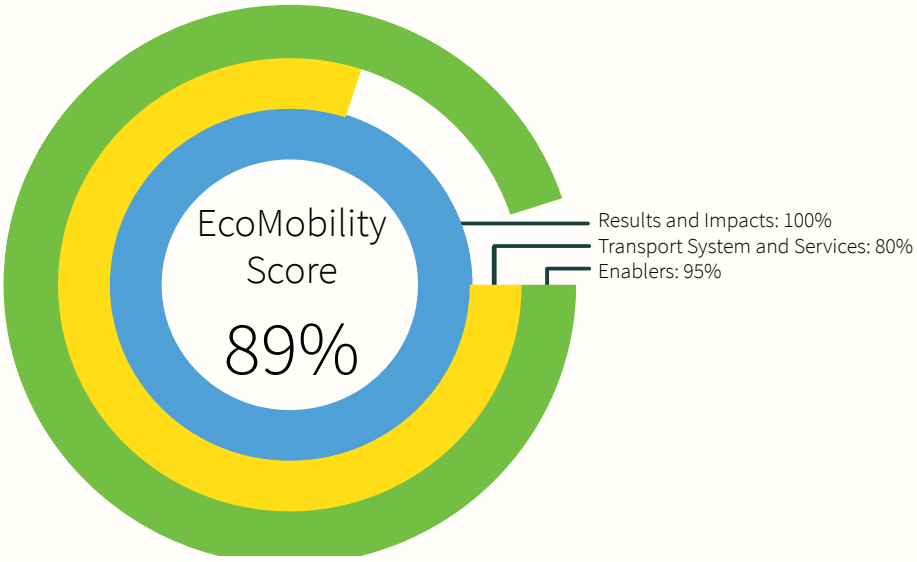
Lund scores top marks in the block Results and Impacts. Again, this reflects that the city has worked for many years in a well-planned, conscientious way with ecomobility that is continually being developed and improved.

4. Evaluation

The city of Lund provided feedback on the indicator definitions and the exercise in general. Some indicators were recommended to be adapted, a couple (originally TSS5 Mobility Management Services supporting EcoMobility and RI4 Safety of Vulnerable Road Users) were advised to be radically changed or otherwise deleted.

Regarding the entire process, the working group thought that it was educational and rewarding because it included assessing different types of indicators that comprise Ecomobility. This work has provided Lund with an overview of the work on sustainability in the transport sector. The city also valued the fact that the scheme is instrumental in identifying weak areas to be tackled. The scheme provides the incentive to improve continuously.

Each member of the working group spent about 1-2 working days to find the data/information needed to assess the indicators. This was considered reasonable and they also mentioned that it had been a good learning experience to search for the required information. On a less positive note, the working group members judged the meetings to be a bit too long.



About EcoMobility SHIFT

EcoMobility SHIFT is a total quality management scheme for cities, with an assessment and an external audit. During the assessment stage, 13 criteria are assessed using 28 indicators. A municipal stakeholder group evaluates the effectiveness of a city's sustainable transport policies and actions in terms of environment, accessibility, safety and equity. It is the first scheme of its kind to include all of the following three elements: the policy environment (Enablers), the actual measures (Transport Systems & Services) and the effects of these on the transport system (Results & Impacts). For each indicator, descriptions of performance levels on a scale of 1 to 5 help the group to discuss and decide using quantitative and qualitative information. The resulting 28 levels of municipal performance are given a weight and grouped into criteria before being added up to an EcoMobility score.

For more information on EcoMobility SHIFT:

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