



Transport planning, Regional planning and Land use planning

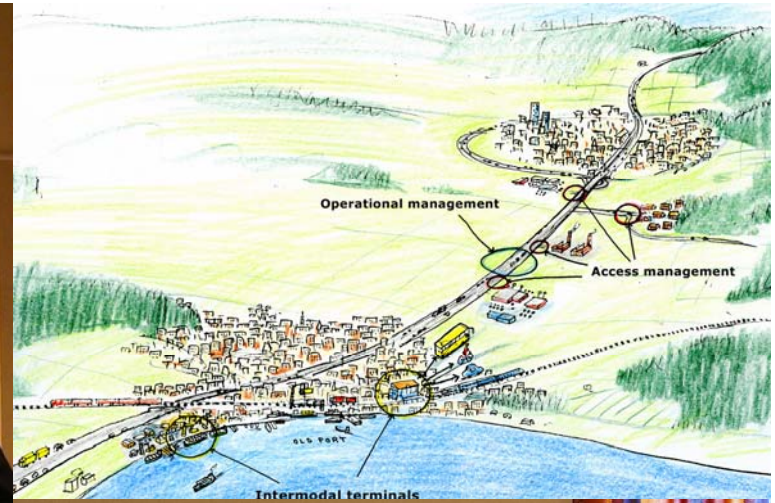
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Case studies



• 10 cases





The Four Stage Principle and the Cube

principle aims

- Secure provision of socio-economic, efficient and long term sustainable transport support for citizens and the business
- Guarantee broad approach in planning of roads
- To turn attention from construction of roads to need of transport in society



The Four Stage Principle

– a general approach to measures for the road transport system

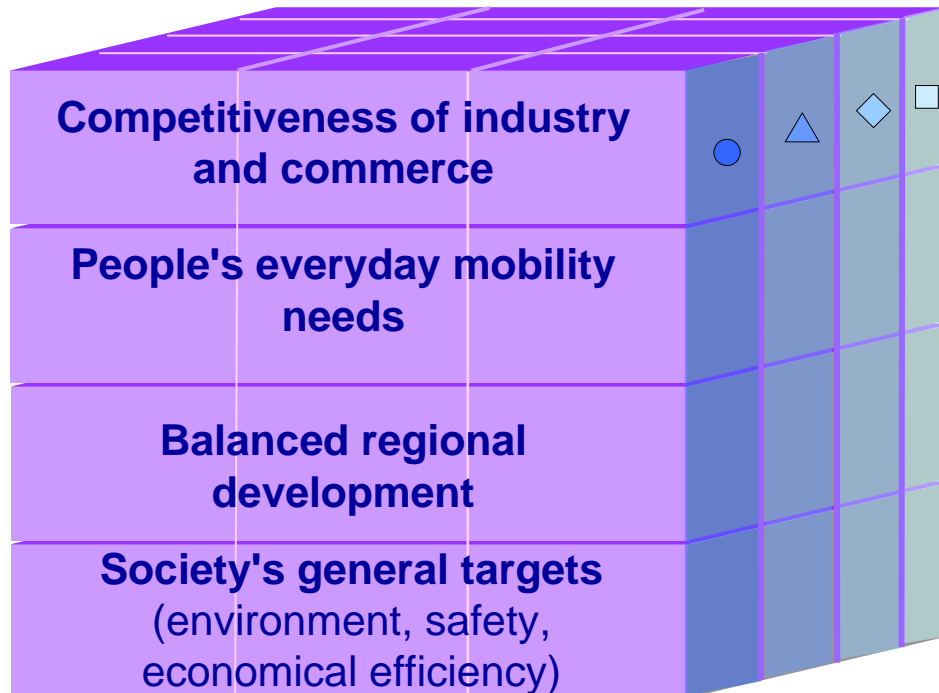
1. Measures which affect the demand for transport and choice of modes of transport.
2. Measures that give more efficient utilisation of the existing road network
3. Improvements and minor rebuilding measures
4. New investments and major rebuilding measures

Framework for the planning process "the Cube"

... and analyzing the challenges of diverse parts of the transport system...

... it is possible to find the most effective services to improve the transport system.

Countryside Urban areas Main roads

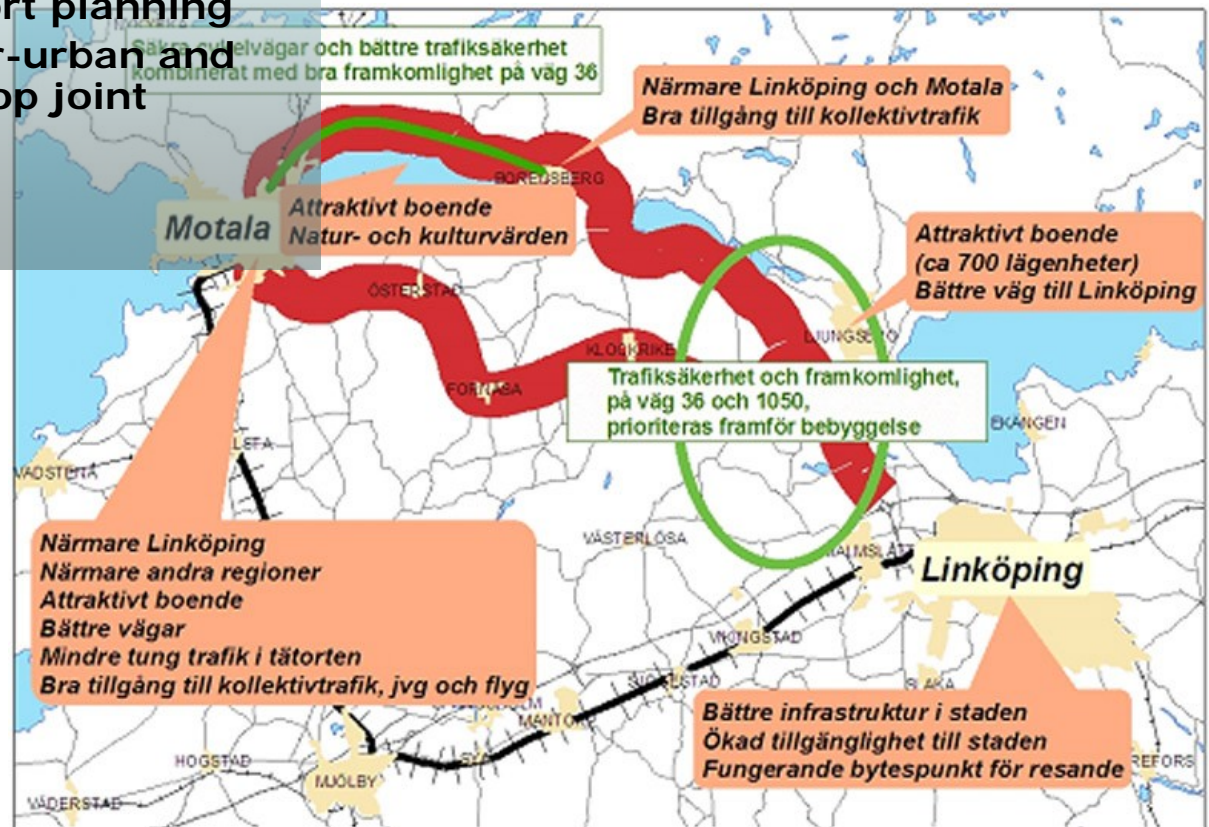


- Affecting transport demand and choice of transport mode
- ▲ Making the use of present infrastructure more effective
- ◆ Small investments for improving the present infrastructure
- Large investments to increase the capacity of the transport system

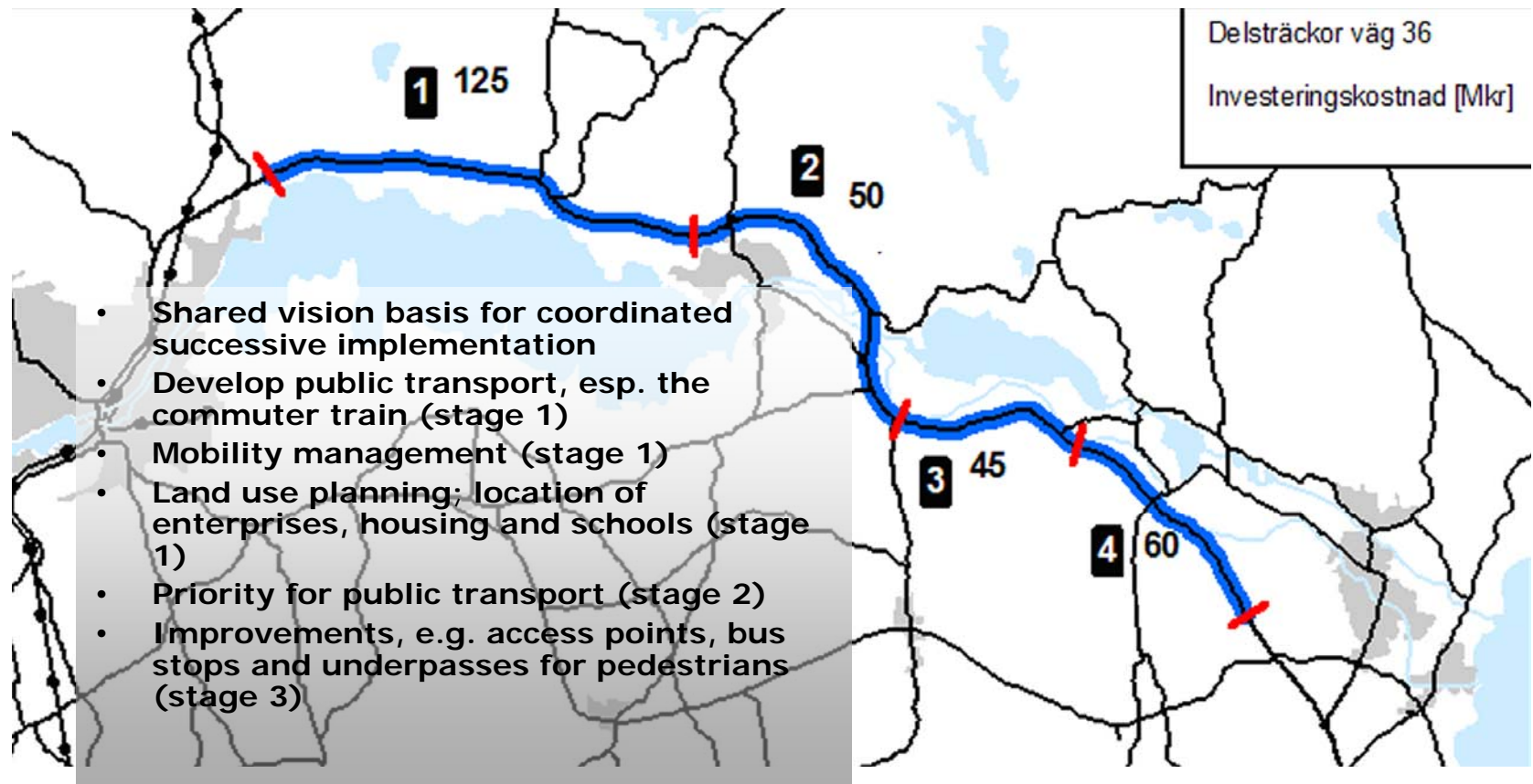
By knowing the different needs and expectations...

Corridor analysis road 36 Motala - Linköping

- Enlarge labour region
- Cooperation between national, regional and local level
- Coordination between land use planning and transport planning
- Analysis of both inter-urban and urban areas to develop joint understanding
- Gathering vision

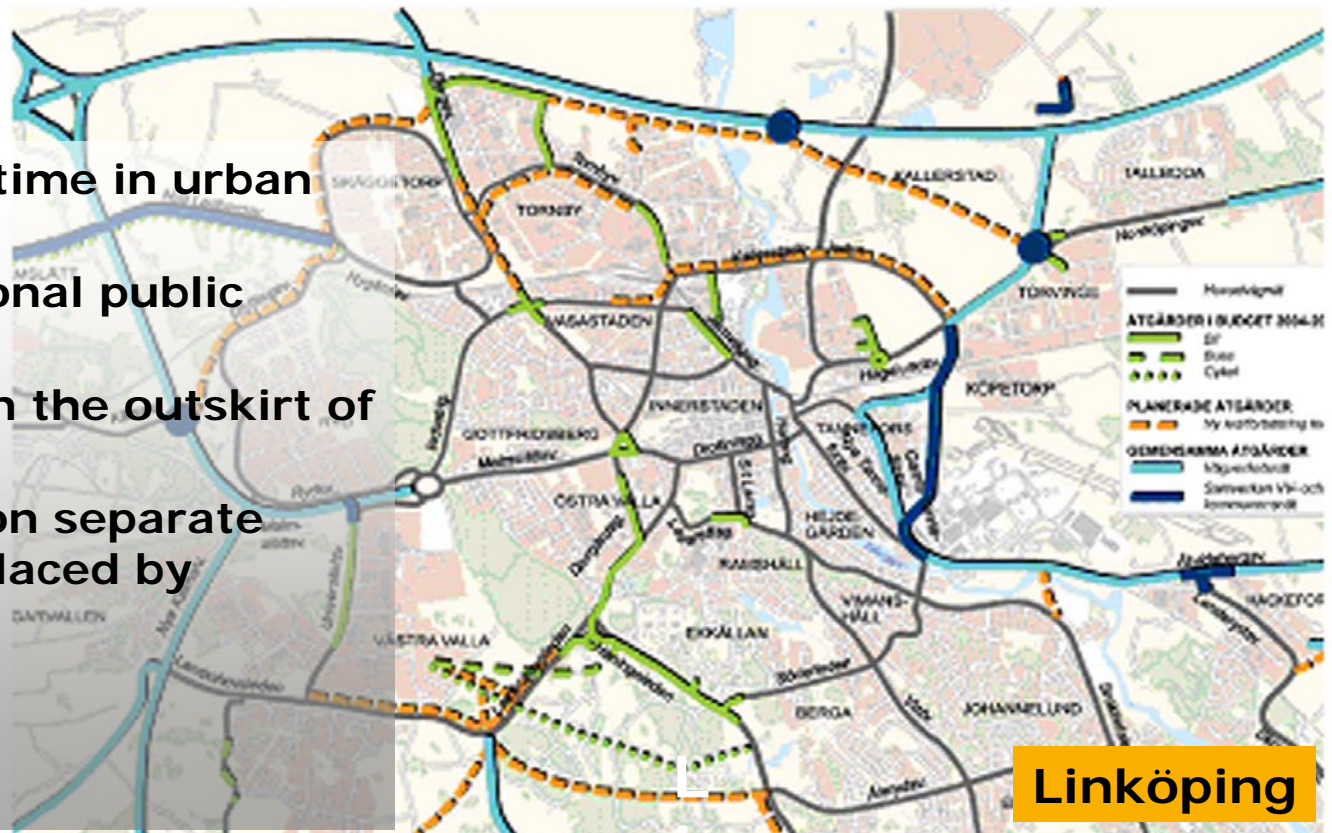


Flexible measures to meet different budget levels

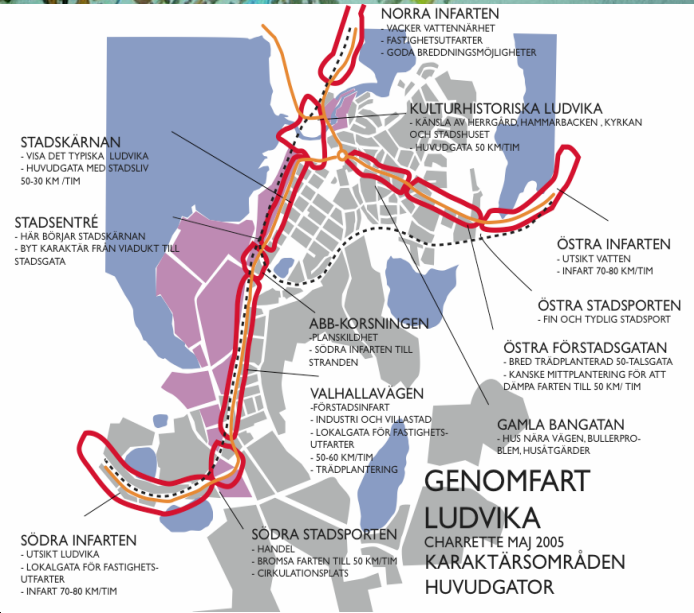


Large potential to improvements in urban areas


- 30 % of travel time in urban areas
- Priority to regional public transport
- Minterminals in the outskirts of Linköping
- Fast bus-lines on separate lanes, later replaced by light-rail



Public participation and cooperation across sector borders



Decision makers at place

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- "We have in three days taken a longer step towards a solution than during the last 10 years"
 - "For the first time we worked together with urban development and traffic planning, in dialogue with both public and private interests"
 - "Without this we wouldn't have manage to start the comprehensive planning for area between the road and the city"



Observations

- **Signs of a shift; from focus on road construction to needs**
- **An integrated perspective is developing
– the transport system is seen as one of many means to develop a well-functioning society**

Recommendations

- **Claim cooperation across sector borders**
- **See the planning as a gathering learning process**
- **Develop mutual understanding of the relation between**
 - transport corridor
 - community development,
 - authorities, enterprises and individuals actions and interests
- **Public participation is essential**
- **More focus on creative methods**
- **Develop a shared vision as basis for coordinated successive implementation**
- **Integrate the political/strategical level and the technical/economical level**

**Integrated transport and land use planning.
Operational management, access management and
intermodal terminals**

