



City of Lund

LundaMaTs III

In 1998 the city council adopted, with political unity, **LundaMaTs I**. It was the first sustainable urban mobility plan in Sweden, and a predecessor of many municipalities. Overall objective was to decrease emissions from motor vehicle traffic. Comprehensive measures and projects were taken. For example BRT between the railway station and the north-eastern part of Lund, a large number of new bicycle lanes, traffic safety measures at main routes used by children to walk or cycle to school. And also introduce a mobility office working to influence people's travel habits.

LundaMaTs II was modernized and based on the three sustainability concepts in 2006 and contained six reforms; public transport, bicycle, walking, urban planning, transportation at companies and other activities, environmentally friendly car traffic. Many of the methods, approaches, ways to prioritize was by now implemented in the organization, and well accepted by politicians and civil servants. Priorities in the budget also reflected the aims of LundaMaTs, investments in infrastructure for the sustainable transport modes dominated and efforts to work with the behavioral impact continued. To create policies, strategies, action plans etc has also become essential.

In May 2014 the city council adopted the third generation of **LundaMaTs III**. The three sustainability concepts is still the base and human beings are in focus in the transport system.

To meet the challenges Lund is facing six focus areas has been developed:

1. **Urban development outside Lund** – Increase attractiveness in smaller villages on the countryside and improves conditions for travel and transportation inside and back and forth to the smaller villages. The aim is to decrease number of trips, strengthen identity and promote sustainable transport modes as walking, biking and public transport. Today's problem is residents transport habits. Comparatively, they release more emissions than average inhabitant in the municipality.
2. **Living town center** – Lund has a medieval town center which is a unique asset to inhabitants and visitors. The amount of people and their movement is the key to a vivid town center. By activities and attractive streets and places that stimulates meetings between people contributes to increased social interaction where everyone is included.
3. **Transportation at companies and other activities** – In the municipality about 13 000 companies and business are established and hosts about 67 000 jobs. How they organize passenger and freight transport affects the possibilities to improve the sustainable transport system. To achieve results, it is important to identify and develop forms of collaboration between municipality, companies and business.



4. **Regional commuting** – the focus area develops partnerships and forums on a regional level to handle issues as urban planning, commuting, passenger and freight transport, setting common goals, plan and implement various measures. How traffic and transportation develops in the municipality are influenced by how the government, the region, and surrounding municipalities are planning land development and transport system.
5. **Urban development in Lund** – Lund is growing with approximately 1800 person and 1000 working places per year. If transportation in the future is made in the same way as today the problems with congestion, pollution and road accidents will increase. To reach LundaMaTs goals, a more sustainable way of travelling is necessary. By following the master plan new development and densification are carried out where there are good conditions to bike and use public transport. New development is planned so that walking, cycling and public transport is the backbone and the car is a complement.
6. **Innovations** - Realising LundaMaTs goals requires considerable commitment and resources utilized in the best way. In some areas of focus there are established and efficient tools, and in other spheres it is missing. The tools need to be constantly renewed and modernized and complemented by innovation, new tools and approaches. Work in this focus area supplies business and other focus areas new ideas, solutions, knowledge and tools.

To succeed with LundaMaTs III a broad engagement on local and regional level is important, among politicians, civil servants, stakeholders, NGOs and citizens. Now we are in process to improve methods, approaches and developing new ones and developing networks to deal with the challenges. In parallel, we are working to improve infrastructure and influence people's choice of transport mode.

Measurement and monitoring of objectives are important, relatively large resources are yearly devoted to this. For example we have noted that public transport use increases, cycling increases while the use of the car decreases over time.



<http://www.lund.se/Medborgare/Trafik--infrastruktur/LundaMats---hallbara-transporter/>