

Good Practice

1. General information	
Title of the practice	<i>Mobility analyses for sub-regions in Akershus county</i>
Does this practice come from an Interreg Europe Project	No

Specific objective	<i>Improving low-carbon economy policies</i>	
Main institution involved	<i>Akershus County administration</i>	
Location of the practice	Country	<i>Norway</i>
	NUTS 1	<i>Oslo and Akershus</i>
	NUTS 2	<i>Akershus</i>
	NUTS 3	

2. Detailed description	
Detailed information on the practice	<p><i>The main activity has been to develop common knowledge about transport and land-use among all the professionals, and to some degree the politicians, that are set to carry through the regional plan for land use and transport. In the process professionals from the County, Road authorities, Public transport authorities and municipalities were put together on a sub-regional level, in order to develop a common understanding of the challenges in different area.</i></p> <p><i>Data on transport, travel-behaviour and land-use were analysed and presented on a low geographical scale, if possible on a municipal level. This made the information interesting and more relevant for the local discussions.</i></p> <p><i>We emphasized the use of thematic maps and figures to make it easy to overview of the wide range of connections between land use, modal split and different terms of transportations (restraints and accessibilities).</i></p> <p><i>A main result of the project has been more consciousness of the use of basic statistics on transport and land-use among a wider range of professionals. Several local authorities have continued with different kinds of local investigations / mobility-analyses.</i></p> <p><i>A challenge that has appeared is the balance between ever more detailed data that are costly to produce, and data that are more easy to collect/produce. For example several municipalities have asked for more data on modal split (year to year). That's nearly impossible to produce, and connected with great statistical uncertainty. On the opposite counting of bicycles (apparatus on the road) can be done by smaller efforts, and shows the development from year to year.</i></p> <p><i>It will be important for further success to help local planners to analyse and describe what going on in their areas, and reveal opportunities, in order to develop more sustainable mobility.</i></p>
Resources needed	<p><i>Project leader + leadership (0,5 + 0,5) = 1 man-year</i></p> <p><i>+ 4 sub-regional working groups (4 people x 4 groups x 2 weeks) = 1 man-year</i></p> <p><i>+ 22 municipalities (2 people x 22 x 2 weeks) = 2 man-year</i></p> <p><i>= Sum 4 man-years</i></p> <p><i>Specific analysis on national travel survey: 10 000 Euro</i></p>
Timescale (start/end date)	<i>December 2015 – September 2016</i>
Evidence of success (results achieved)	<p><i>The mobility-analysis is one out of many initiatives to make the politics on transport and land use sustainable and harmonized with the regional plan. Changes in politics take time. Therefore it's not possible to find evidence for changes in priorities and politics. There are some early discussions going on about the need for local toll-rings, etc. to curb the road-traffic, which might have been stimulated by the findings in the mobility analyses.</i></p> <p><i>Winter 2016 the municipalities worked out proposals for the coming updating of the regional transport action plan. Many of them were grounded on the information from the</i></p>



	<p><i>mobility-analyses; and included separate bus-lanes, bicycle infrastructure and plans for urban redesign of the street system.</i></p> <p><i>Some municipalities are in the preliminary phase of producing their own local mobility-plans, or kinds of local mobility-analyses.</i></p>
Difficulties encountered/ lessons learned	<p><i>When the project finished the county council administration got a lot more to do in supporting the municipalities in their own work with mobility analyses and statistics on traffic and modal split. That is a positive consequence, but it is necessary to put on resources and too make new data easy available.</i></p>
Potential for learning or transfer	<p><i>A big part of politics on land use and transport is developing on a local level. Therefore the local professionals, who actually make the local plans in dialog with local politicians, play a key-role. To engage those local planners, include them in a broader transport and land-use professional network, could be transferred to other places.</i></p> <p><i>To analyse national or regional statistics on travel behaviour and transport and present it on a lower geographical scale can be easy to do for the county-administration. It is important to remember that local planners will learn a lot from taking part in the process, and that it will be much easier to take contact later when they first have met people face to face.</i></p>
Further information	<p>http://www.akershus.no/ansvarsomrader/samferdsel/samferdselsplanlegging/mobilitetsprogram-for-delregionene-i-akershus/ (In Norwegian)</p>
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