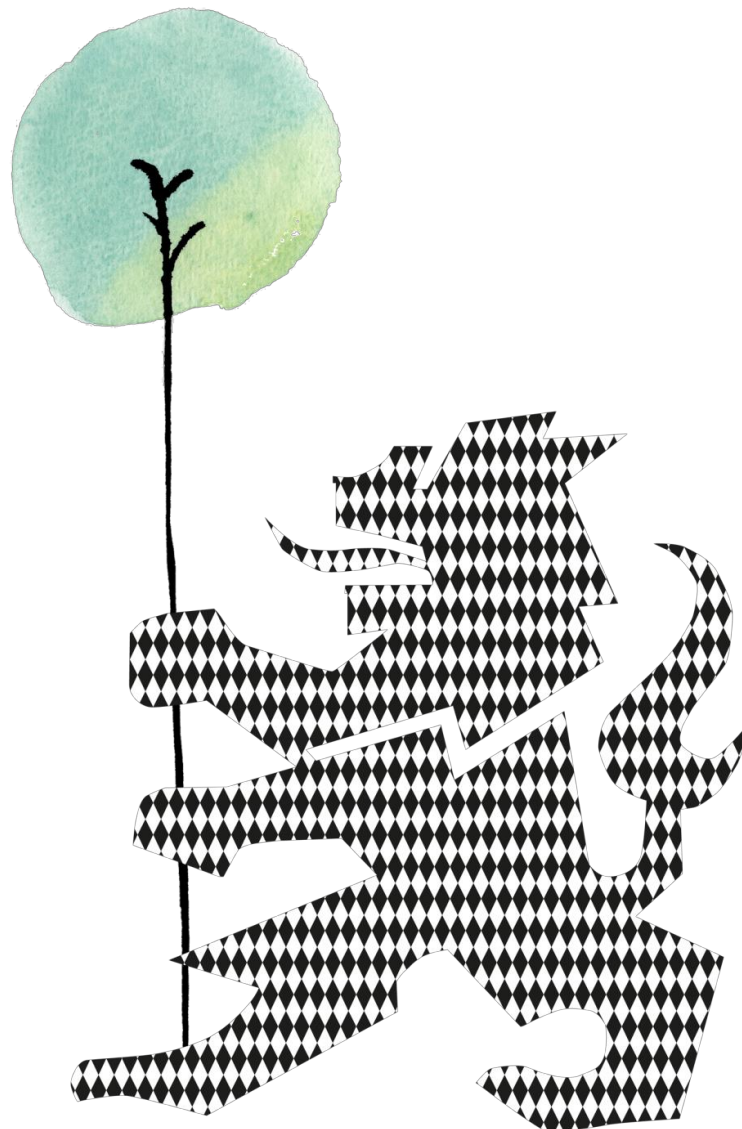




# ACTION PLAN

## UPDATE OF ACTIONS FOR REGIONAL ENVIRONMENTAL OBJECTIVES IN KRONBERG COUNTY



RESOLVE  
Interreg Europe

 European Union  
European Regional  
Development Fund

## Part I – General information

PROJECT: RESOLVE

PARTNER ORGANISATION CONCERNED:  
County Administration Board of Kronoberg

COUNTRY: Sweden

NUTS2 REGION: Sweden, Kronoberg

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Policy document: Vägen framåt

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## PART II – POLICY CONTEXT

The Action Plan aims to impact:

- Investment for Growth and Jobs program
- European Territorial Cooperation program
- Other regional development policy instrument

### POLICY INSTRUMENT ADDRESSED

The name of policy instrument addressed in the project is Regional environmental objectives in Kronoberg county.

County Administration Board of Kronoberg is the owner of the policy. Actions in the policy are voluntary measures that County Administration Board of Kronoberg recommends being executed by environmental actors in region but the County Board cannot force these actors to execute the actions. Policy document is published at County Administration Board of Kronoberg's [home page](#). Actions directly included in this plan are Ke6, Ke3 and Ke7.

The policy will be updated 2025 and new policy will be valid from 2026. During revision an analysis will be done where completed actions will be removed and new actions will be included. Several stakeholders are involved in all actions. They all have separate budgets and priorities within their own organisations. The program is not compulsory for any of stakeholder. Monitoring and follow up on each stakeholder and action will be done every year. An annual report about the current status on climate actions in Kronoberg is submitted to Swedish government at the end of every year.

### Monitoring and follow up

The County Administrative Board has decided to use the IT system, åtgärdswebb, (action web, <https://atgardswebben.se>) for follow-up of measures.

Åtgärdswebben is a public web service, where business operators, decision makers, authorities and interested public can see how the action work to achieve the environmental goals goes into all Sweden's counties and the effects of it. Åtgärdswebben is a tool for facilitating the county administrative boards' planning, implementation and follow-up of measures in the regional work to achieve the generation goal and the environmental quality objectives. All measures

from the action program will be included in the system and an instruction on how the measures can be followed up will be included in the system. The stakeholders involved will be able to indicate directly in the system what they have done during the year and state the status of each action. Status is divided into four levels:

G- completed, mainly completed or ongoing continuously

H- half done or more

P- Started, but not yet completed in half

E- Not implemented

Stakeholders involved can specify one or more effects of an action and they can be of different types; socio-economic effects, environmental effects or other effects. Examples of environmental effects may be that emissions of CO<sub>2</sub> decrease.

### *Details on the policy context and the way the action plan should contribute to improve the policy instrument*

The policy instrument has been prepared and adopted by the project partner as required by the central government. The policies are adapted to the region but are based on the Swedish environmental objectives. It sets investment priorities, but no direct budget is attached to it. By making the policy more concrete, municipalities and private companies will be more aware of what must be done to achieve a low carbon retail society. There is a great potential to improve transport within the retail (decreasing of CO<sub>2</sub> emission) together with the municipality (traffic regulatory authority) and private actors (owner of the goods and transport). By improving the policy in consultation with municipalities, stakeholders within the retail and other experts with concrete and measurable goals plus exchange of experience with other project partners will it be easier to achieve a sustainable mobility with less CO<sub>2</sub> emissions.

### *Objectives of the RESOLVE project (for stakeholders)*

Stakeholders group consists of six permanent members but also their networks that were involved in study visit, peer reviews and workshops. Members are County Administration Board of Kronoberg, provincial government (Region Kronoberg), Linneaus University, Växjö municipality, Energy Agency for Southeast Sweden (ESS) and local member association for retailers (trade). County Administration Board of Kronoberg is the owner and author of the policy instrument. By also having a close and regular collaboration between all members of stakeholders group opportunity to influence the development of policy is

secured. This means that aspect important for other organisation then County Administration Board of Kronoberg are highly concerned when updating policy.

All stakeholders together with environmental objective coordinators from their organisations have been involved in the process to update policy instrument. They attended regular stakeholders meeting, added news and information to newsletters and press releases, were invited to peer reviews and study visits, were involved in Import workshops and they submitted opinion during referral process for policy update. This gave them improved role in the policy given their expertise in current area.

Actions to Regional environmental objectives in Kronoberg county consists of four Themes:

1. Theme 1: Climate and energy
2. Theme 2: Landscape
3. Theme 3: Habitats
4. Theme 4: Consumption

From Import workshop 1, 24th April 2018, we come with first definition of the actions to be implemented and realized that most relevant actions belong to Theme 1: Climate and energy in environmental goals that belong to our policy instrument, Regional environmental goals in Kronoberg county, that we are going to improve. The input during this workshop came from internal people.

From Import workshop 2, 30th May 2018, the actions were further specified. The input during this workshop came from all environmental organisations in region Kronoberg including whole Stakeholders group.

Update of action plan for Regional environmental goals in Kronoberg county has been done during 2018 and approved (December 2018) by management (Mayor) of Administrative County Board that is the owner of policy.

All actions are assigned to regional actors and will be monitored in regional level. As the actions consider environmental goals the impact of some actions will be global.



## PART III – DETAILS OF THE ACTIONS ENVISAGED

### ACTION 1

Name of the action: **Develop the climate and energy aspects of urban planning**



#### *RELEVANCE TO THE PROJECT*

From Peer review in Växjö, 4-5 October 2016 we received recommendations from experts and learned following:

- Comfort is more important than price
- Use of app is nowadays compulsory
- Be creative with parking solutions
- Way-finder from (remote) parking lots to the city center

- Parking for bikes might be a problem in the future
- Possible solutions:
  - o Technical solutions: automated bike parking systems
  - o Soft solutions: use creativity

The learning process has consisted of exchange of experiences and lessons within the stakeholder group as they all have high competence in their own fields and can contribute to each other. Because of the exchange, stakeholders took into account given recommendations and identified an action for urban planning. This action is relevant for development departments at Municipalities, County administrative board and Region Kronoberg and is something that all of them can take into their own operations.

In our previous policy instrument, we included only measures on regional level. Lesson learned from RESOLVE made us focus on measures in city centers e.g. infrastructure for public transport and bicycle.

### *NATURE OF THE ACTION*

The action that the stakeholders identified is defined as:

Including the perspective of low-transport urban planning at an early stage of planning processes with stakeholders on local level.

- Provide relevant documents for planning. The County Administrative Board coordinates the planning documentation that various authorities produce as support for the municipality's planning. The documentation is available to ensure that national interests and other state interests are met in the physical planning.

- When planning infrastructure operations, apply the Swedish Transport Authority's principle of four steps:

#### 1. Reconsider

The first step is to first and foremost consider measures that can affect the need for transport and travel and the choice of mode of transport.

#### 2. Optimise



The second step involves implementing measures that result in more efficient use of the existing infrastructure.

### 3. Rebuild

If necessary, the third step is implemented, which involves limited rebuilding.

### 4. New constructions

The fourth step is implemented if the need cannot be met in the three previous steps. This means new investments and / or major rebuilding measures.

- Apply restrictive parking standards with more commuter car parks and car pools
- Strengthen the infrastructure for walking and cycling traffic by building roof over bicycle parking, install air pumps for bicycles bus stops close to shops

## STAKEHOLDERS INVOLVED

Municipalities, County administrative board and Region Kronoberg.

Municipalities are responsible for urban planning and infrastructure (local roads) in each city in the region and will incorporate action in their work. Region Kronoberg is responsible for regional development and public transport in the region and will consider action in their operations. County administrative board is often referral body when control documents are issued in municipalities and Region Kronoberg and will have a control function in the planning process.

## TIMEFRAME

Action will be implemented starting in 2019. Annual follow up in Åtgärdswebb will be executed by County Administrative Board as previously described.

Municipality will implement a new parking standard during 2019. It is on referral until summer 2019. Infrastructure improvement is regularly done and the most changes in the city will be done 2021 when the major reconstruction of city centre is finalised.

### *INDICATIVE COSTS*

As the action is an improvement to current work within stakeholders' organisations and as such considered an effectivization of ordinary work, the cost will be absorbed in regular development and budget in all organisation.

### *INDICATIVE FUNDING SOURCES*

This action is not funded by the policy instrument as the policy does not include any financing post. Policy instrument is regional advising policy with no money attached to itself. Purpose of the policy is to help players to prioritize their business as usual financed by their own budget in area of environmental initiatives. All players will solve the financing within their own organisation. Staff and cost for work with action will be financed by the accurate player. Follow up in Åtgärdswebb will be done by County Administrative Board as previously described.

## ACTION 2

Name of the action: **Improve the infrastructure for renewable fuels and electrical charging**



### RELEVANCE TO THE PROJECT

As part of activities in the project we conducted a survey in city centre of Växjö during spring 2017 and spring 2018. From survey we learned that knowledge about sustainable transport among the shop owners is low and that we need to inform shop owners about different solutions and to improve infrastructure for environmentally friendly vehicles in the city. We also learned that the cyclists and pedestrians share of the turnover in the shops in the city centre is much larger than expected. In comparison with previous surveys, customers stayed longer time in the city centre of Växjö. We also learned that attractiveness is the major factor for customers to come and stay in the city centre.

Important factors for increased attractiveness are less traffic noise and better air quality in the city. The earlier policy instrument didn't focus on these aspects. Focus in the new policy instrument is on providing better infrastructure on renewable fuels and electrical charging.

## *NATURE OF THE ACTION*

Increase availability of renewable fuels, i.e. more fuel stations and charging stations.

Transportation is the county's biggest challenge to achieve the climate goals. There is nothing to suggest that one specific fuel will be dominant in the future because there is no fuel that is suitable for all types of transport. Therefore, it will be developed several fuels and energy sources. One biofuel gas station in each community is one of regional objectives. In Växjö and Markaryd it will be constructed gas station for biogas fuel and gas stations for liquid biogas will be constructed in Växjö and Ljungby. In addition, number of charging station will be increased in new-built residence associations. Along major road in the county, one super charger will be constructed in Lessebo.

Increased attractiveness in city centre will be increase when Region Kronoberg is doing procurement of public transport and where available options are electrified busses or biogas busses.

## *STAKEHOLDERS INVOLVED*

Municipalities, Region Kronoberg, County administrative board, Trade and Industry and Non-profit organisations

Municipalities are responsible for infrastructure in each city in the region and will incorporate action in their work. Region Kronoberg will include the initiative in its regional development strategy as an important focus area. They also have a large vehicle fleet for both patient transport and service transport and are part owner in local airport. By increasing availability of renewable fuels in these areas, they meet the goals for the activity. County administrative board will campaign among property owners and transport companies and encourage them to seek funding for the purchase of renewable fuel. They will also support municipalities, so they realize that it is important that municipalities leave the ground and permission for the construction of charging stations. Trade and industries represented in the cities will request but also deliver more environmentally friendly devices for infrastructure while non-profit organization can help in initialization of the action.

## *TIMEFRAME*

Action will be implemented, starting in 2019. Annual follow up in Åtgärdswebb will be executed by the County Administrative Board as previously described.

Biofuel gas station in Växjö will be constructed 2019.

Biofuel gas station in Markaryd will be constructed 2020.

Gas stations for liquid biogas will be constructed in Växjö and Ljungby 2022.

Charging stations at new-built objects will increased continuously.

Super charger will be constructed in Lessebo 2021.

### *INDICATIVE COSTS*

As the action is advice to ordinary work within stakeholders' organisations and consider as effectivization of the ordinary work the cost will be absorb in regular development and budget in all organisation.

### *INDICATIVE FUNDING SOURCES*

This action is not funded by the policy instrument as the policy does not include any financing post. Policy instrument is regional advising policy with no money attached to itself. Purpose of the policy is to help players to prioritize their business as usual financed by their own budget in area of environmental initiatives. All players will solve the financing within their own organisation. Staff and cost for work with action will be financed by the accurate player. Follow up Åtgärdswebb will be done by County Administrative Board as previously described.

## ACTION 3

Name of the action: **Promote sustainable travel**



### *RELEVANCE TO THE PROJECT*

From Study visit Manchester, 18-19 January 2017 we gained knowledge about personal travel planning and how it can influence mobility and environment. Idea on how to develop the personal travel plan for employees was identified during the visit to local shopping centre and a lecture from the manager of the centre. We learned that one effective action is to give information and incentives to staff at local shop owners, so they choose more environmentally friendly mode of transport. This gave valuable insight in how to apply this in our own organization, and how to apply it in other organizations. During Study visit in Almada, 11 April 2018, we learned that promotion of climate-smart transport can be done first in smaller scale to test the idea of e.g. consolidation in city centre. We also learned that it is important to invest enough time in anchoring with stakeholders.

Previously we have had policy instruments on travel guidelines but not specific measures.



## *NATURE OF THE ACTION*

Change doesn't come naturally or easy, so doing it in correct sequence is crucial for the success of the project. Implementing change is often mixture of small and big modification to original behaviour. One measure that is implemented thanks to inspiration from RESOLVE is to allow employees to count travelling time as working time when they use train instead of flight. Another measure is to make sure that all employees that use car in job most frequently take lessons in economical driving (Eco Driving).

Every year we carry out travel surveys and see how people commute to and from office before doing any change. The changes in travel patterns are evaluated in the travel surveys annually. To enhance change we bought electrical bicycles and supply travel card for public transportation for all employees. We also encourage online meetings whenever appropriate instead of travelling.

Measure that regulate business travel that cannot be made more environmentally friendly, County Board will pay climate compensation for climate impact in internal fund. The money raised from the fund will be invested in climate improving activities that benefits all employees (e.g. roof above bicycle parking, purchase of electrical bicycles).

## *STAKEHOLDERS INVOLVED*

County Administrative Board of Kronoberg

## *TIMEFRAME*

Action will be implemented, starting in 2019. Annual follow up in Åtgärdswebb will be executed by the County Administrative Board as previously described.

Count traveling time as working time implemented from May-2019.

All employees that use car in job most frequently take lessons in economical driving (Eco Driving) 2021.

Purchase of electrical bicycles and supply travel card for public transportation for all employees 2019.

Compensation for climate impact in internal fund annually from 2019

### *INDICATIVE COSTS*

To count traveling time as working time is an improvement to current work and as such considered an effectivisation of ordinary work, the cost will be absorbed in regular development and budget of The County Board.

Eco Driving theoretical and practical lesson costs 200 EUR per employee.

Electrical bicycles inclusive helmet costs 1800 EUR. Annual service and reparations costs 1000 EUR.

Travel card is annually charged with 850 EUR.

Compensation that is payed in internal fund is approximately 5000 EUR per year.

### *INDICATIVE FUNDING SOURCES*

According to the [Ordinance \(2009: 907\) on environmental management in government agencies](#), The County Administrative Board is devoted to working with environmental management within its organization. Therefore, each year, The County Administrative Board receives a sum of money from the state, which they must invest in that work. The above measures will be financed from that budget.

**Date:** 29<sup>th</sup> March 2019

**Name of the organisation(s):** Kronoberg County administrative board

**Signature(s) of representative of the relevant organisation(s):**

Per-Anders Persson

