

Transport for an Attractive City

AN INTRODUCTION TO TRAST



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TRAST – advice for local transport and urban planning

TRAST (transport for an attractive city) is a handbook with accompanying materials. The handbook with its accompanying materials include expertise from several areas which can be used in many different ways for a city's planning work. As extra support, there is also a TRAST guidance document (the TRAST guide). Beyond this overarching guidance document, there are numerous documents including more in-depth guidance. The in-depth guidance give advice and support in several different areas of transport and town planning, such as: traffic safety, appropriate speed limit selection, walking as a form of transport and sustainable travel.

The transport strategy is at the heart of TRAST. Any other transport plans or programs follow the transport strategy. In many local authorities, technicians working in the transport or other departments are those who initiate the process of bringing together a transport strategy. However, it is important to involve politicians, other departments and external stakeholders early in the process in order to come to agreement on the values and scenarios included in the document. Local authorities who have been successful in creating a transport strategy usually convene a working group with a wide range of competences which can give input from different perspectives. Another success factor relates to the involvement of politicians through a political management group who are regularly updated on the process, and invited to communicate their views.

A transport strategy is an important tool in developing local transport and town planning. It provides a planning document backed with a political mandate. However, the work required in creating the strategy can also help in developing working processes in a local authority, as well as introduce new knowledge and change ways of thinking in a broader sense.

The transport strategy – together with other planning documents from a local authority – will help a local authority to develop in the right direction. A good transport strategy shows how the physical transport system and accompanying measures (mobility management) should be developed in connection with land use and other physical planning. A good transport strategy integrates its principles into working routines, and can influence budgets and activities of a local authority.

A key to success is a unified vision of the current state of affairs, challenges and opportunities, goals and what needs to be done to reach the goals. TRAST suggests a working process, as well as which standards should be followed in the strategy. Important aspects of the strategy are: a city's characteristics, accessibility, safety, perceived safety and security, environment and health.

The transport strategy is about seeing the bigger picture, and about the development of a local authority's transport system in the context of this bigger picture. TRAST gives advice and a basis for making

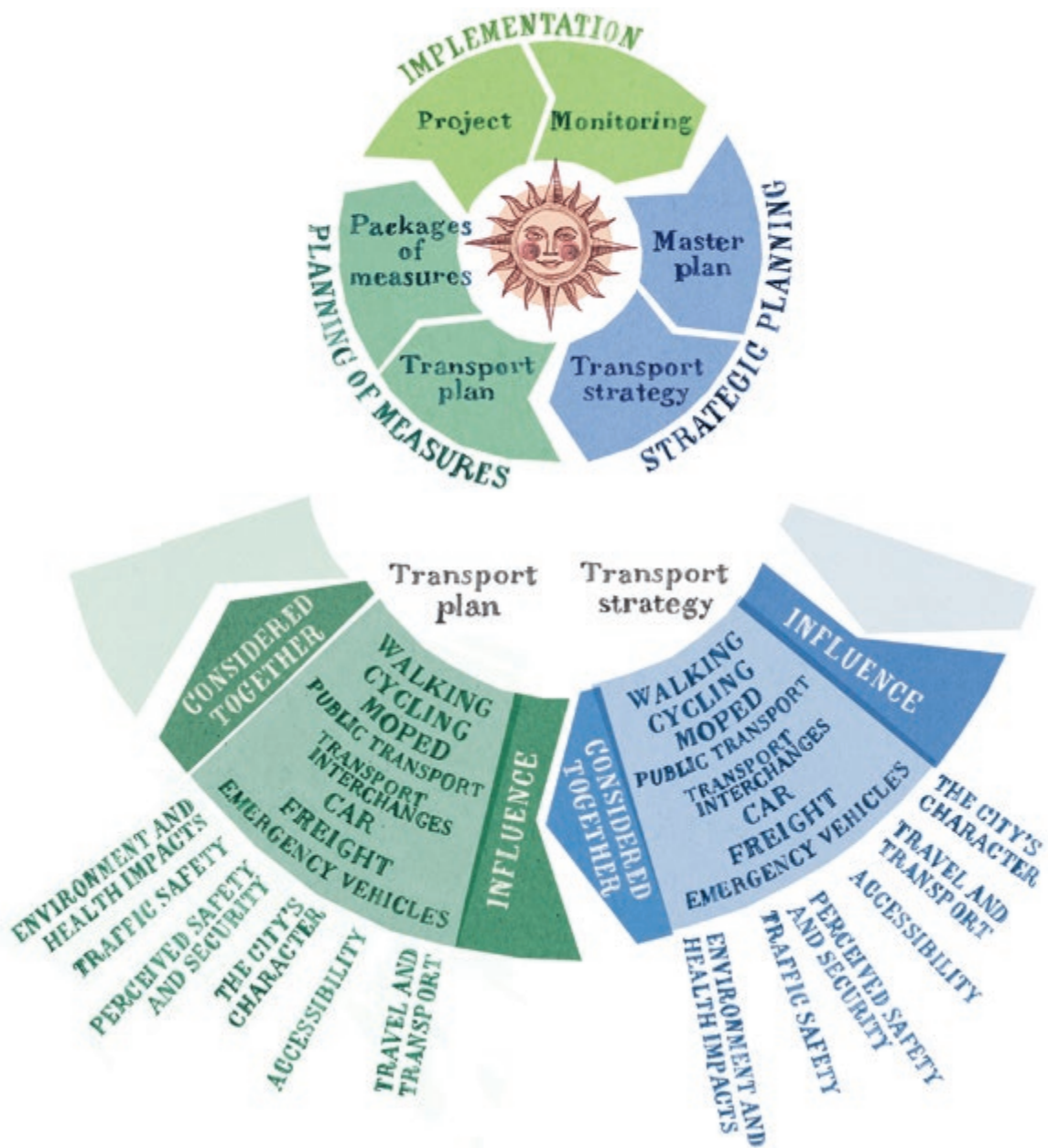


Figure 1. All of the transport modes and characteristics of the built environment and studies and considered together in both the transport strategy and the transport plan. Both are local policy documents which together with other plans, programs and projects will help to steer the local development in the right direction.

decisions considering and weighing different interests. It provides support in how attractiveness and sustainable development (two commonly used key terms in this field) can be reflected in transport and town planning.

Developing a transport strategy can be a fun and interesting process for civil servants, politicians and

other stakeholders, particularly in terms of understanding the current state of affairs, and it can give an opportunity to discuss the desirable development (the local authority's visions and goals). The process and dialogue also lead to politicians and civil servants developing an understanding for each other's approaches and methods, and make it easier

for them to be able to communicate in the same “language”.

In Sweden, the National Transport Administration (Trafikverket) is in charge of long-term planning of the transport system. The National Transport Administration produces a national plan for transport infrastructure following a legislative directive from the national government. Regional planning is based on plans at county/regional level managed by County Administrative boards, other (independent) regional authorities, or groupings of local authorities. The National Transport Administration, local administrations and transport representatives from the regional level contribute with feedback to the regional plans. The planning laws are contained in the most part in Sweden’s Planning and Building Act. This document states that it is up to local authorities to plan the use of land and water in their territories, and this is often referred to in

Sweden as the “planning monopoly”. This means that it is up to the local authority to draw up plans in urban development and transport, following consultation with others responsible for planning and other stakeholders. It is not a legislative requirement to have a transport strategy in Sweden – it is up to individual local authorities to draw up and implement transport strategies.

In the EU, TRAST is known as a SUMP (Sustainable Urban Mobility Plan). The European Union believes that SUMPs are required by cities in order to offer mobility options to citizens that are both sustainable and meet the citizens’ requirements. The SUMP Guidelines are available together with other information about SUMPs on a website (www.mobilityplans.eu). There are many similarities between TRAST and SUMPs, and TRAST transport strategies can be considered as SUMPs.

A successful transport strategy

A starting point in working with urban transport is an understanding of the fundamental connection between a city and the transport that serves it. The transport generated in a city is defined by several elements together: the location of services in the city; the way the city is laid out; the way the transport network is constructed, and the values and conditions of individuals and businesses in the city (see figure 2 below). These elements also define the framework needed to ensure sustainable development of the city (in an ecological, social and economical sense). Within this context, a transport strategy is a good way to ensure that transport is managed in a rational and holistic manner.



Figure 2. Elements that together define the transport generated in a city.

The following factors are especially important for a successful transport strategy:

- **Maturity** – the transport strategy will spur new development processes and new knowledge that can lead to a greater understanding and insight into the problem at hand as well as new possibilities. At the beginning, lack of knowledge and experience can be a hinder in the process, so it is extremely important to work with development processes and to increase the levels of knowledge.
- **Timing** – this is in part connected to the above point. This is about adapting the transport strategy's content and level of ambition to the local conditions. Timing is also about taking advantage of opportunities for financing and development through, for example, larger city development questions or externally financed projects.
- **Engagement and endorsement** – These are key to transport strategy success. Continuous interaction between civil servants and politicians provides a solid foundation for continued development and use of the transport strategy.
- **Perseverance** – this applies both in the work in creating a transport strategy, and in the routine

work in using the strategy in planning, implementation, capacity building and evaluation. This requires a clear division of responsibilities which are known and accepted.

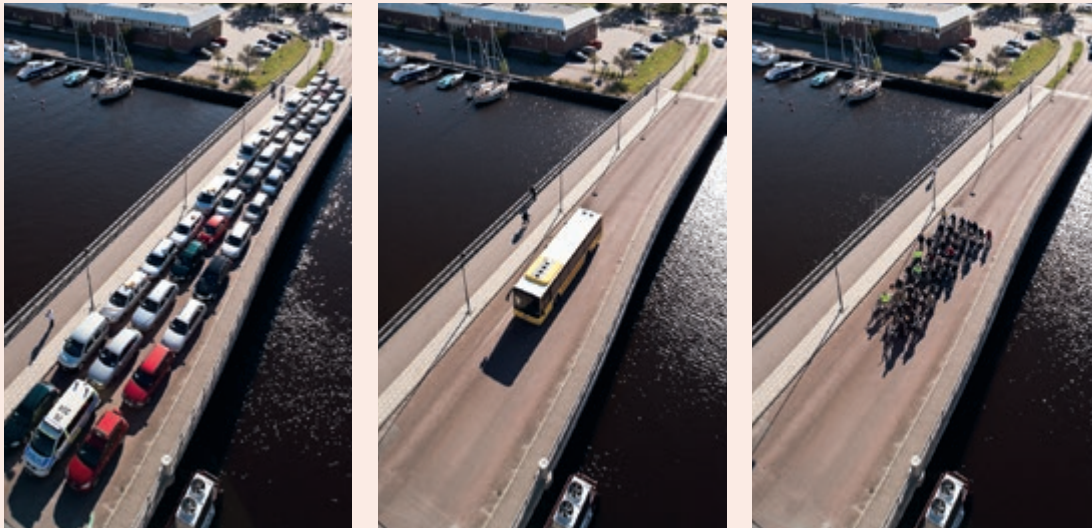
- **Resources** – a transport strategy needs resources. At the beginning, resources are required

in creating the policy document, and then resources are needed to implement the strategies and measures contained therein. It cannot be emphasised enough how much value it is to be able to demonstrate results in the form of implemented measures.

Figure 3. Experiences from Gävle.

In the TRAST publication *The Effects of Transport Strategies (Effekter av Trafikstrategier)* experiences from different towns are described. One example is Gävle. Since the transport strategy has been in place in Gävle, much has been done to support sustainable modes of transport, and much investment has been made in measures to promote walking, cycling and

public transport. As well as hard measures, there has been an increase in the number of soft measures including attitude and behavioural change measures. Travel by public transport has had a particularly positive increase, and this is thought to be in large part due to the measures implemented following the transport strategy.



The picture shows the space required to move the same number of people by car, bus or bicycle. These pictures have been used in Gävle (as well as other places) to communicate this aspect of a more sustainable transport system.

The process – working with TRAST

Working with TRAST relies on a clear division of planned work among those who are involved. It is also important that the goals in the strategy are continuously followed up, but also that they can be adapted if evaluation results motivate it. This is the core of the process required for working with TRAST.

Transport planning work in a local authority can be considered in three stages: strategic planning, planning of measures and planning of



Figure 4. The TRAST process.

Table 1. The table shows the different planning stages in a Swedish local authority. Every local authority needs to decide the level of detail required in each stage and how much each strategy, plan and program will cover.

| Strategic planning | | Planning of measures | | Planning of implementation |
|--|---|---|--|---|
| | TRAST may be used in these parts of the planning process | | | |
| Master plan | Transport Strategy | The transport plan | Packages of measures | The project |
| The master plan gives direction for decisions of which area is to be considered as well as how the built environment should be developed and maintained. The local authority's master plan is a part of the work on long-term sustainable development. The master plan includes an account of how local land use for transport can be made (for example for the development of railway lines). | The transport strategy balances the accessibility that the transport system gives with the consequences of transport on the built environment. The transport strategy can be one of several supporting documents for the master plan. | A transport plan can include one or several modes of transport. It can also relate to transport exchanges. An analysis of the transport network is one tool that can lead to the development of a transport plan. | A package of measures can include one or several aspects of the built environment. The packages can focus on accessibility, traffic safety, the environment, etc. The packages of measures can also include non-physical measures to promote sustainable travel (mobility management). | The implementation of measures that influence travel and transport can be divided up in the following way: Localisation and the shape of new buildings can influence the transport demand and travel mode choice. Influence – a person's understanding and acceptance of transport demand and the different transport modes can shape their transport choice. Transport – the availability of socially necessary services paid for by the state influences our transport choices. Design – how streets, transport systems and interchanges are designed affects our transport choices. Detailed planning gives a framework for possible changes and makes it clearer how implementation can be done. |

implementation. During the strategic planning stage, TRAST can be used in creating the transport strategy. During the planning of measures, TRAST can be used to create a transport plan and a programme of measures. Other planning documents can be affected (in terms of orientation and content) by both the work on writing these documents as well as the documents themselves.

The general TRAST process is complemented in the TRAST guide which describes a step-by-step working process for developing and using a transport strategy and accompanying implementation plan. The transport strategy is continuously updated as the strategy is implemented but also as the local authority and society at large change. Decisions are made at different levels, and this is illustrated in the three following figures.

The TRAST guide suggests a working process in three consecutive phases. In reality, the division of work will split up into more phases which will run in parallel and perhaps also be repeated if a need arises. In phases 1 and 3, emphasis is placed on transparency and adaptation to the local authority's local conditions. There must be a good understanding of how the local authority works and the TRAST process must be in line with this. Phase 2 is a phase of analysis, following on from what is found in phase 1.

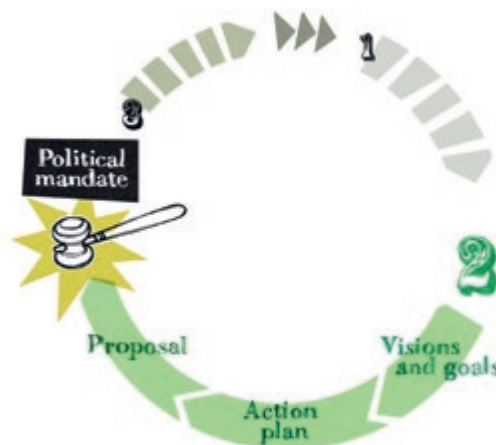


Phase 1 - Review in the local authority and preparation of background material

How long the first phase will take depends on how far the local authority has come in the planning and

development processes. If civil servants take the lead in this phase, they should consider the involvement of other stakeholders as well as the political level. Whatever the starting point, it is important to take stock of visions, possibilities, resources etc. Additionally, the level of political ambition should be considered; how well known are the transport conditions, and the links between transport and the development of the local authority?

As support in understanding how the work should be done, an introductory workshop about relevant transport and town planning issues is a good idea. The goal is to listen to decision makers and colleagues so that the work with the transport strategy has the contents and structure that is required in order to work. The next step is to decide on the working processes, as well as to formulate a description of the project. With the help of internal discussions, a workshop and a simple status analysis, a project description with goals, political backing, details on financing, etc. can be written up.



Phase 2 - Creating the transport strategy

The work starts in creating a vision and goals but also in doing a status analysis. The vision preferably has the local authority's master plan, development strategy or other policy document as a starting point. The transport strategy should strengthen the urban development in the direction that the local authority envisages.

The formulation of a vision involves making priorities and identifying which characteristics of the

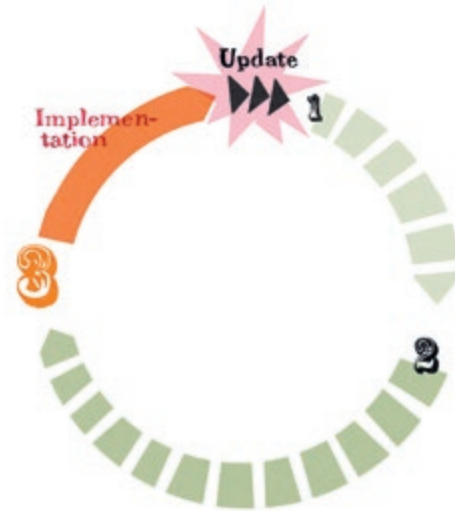
city should be highlighted. Transport and land use management follow these priorities. At the beginning, different options should often be considered. The vision should be supported by many different stakeholders. This can be done with workshops including participants from different departments, politicians from different parties, those in charge of regional planning, national transport administrations, public transport authorities, etc. Following a workshop, any necessary alterations can be made to the vision and choice of alternatives. When this work in drafting support has been done, and the vision has been adjusted, it is time to make a proposal for the action plan.

After defining the vision, but also early on in the process, a status analysis should be done. The analysis can be done largely in parallel to work defining the visions and goals, and when the vision is clear, more details can be added to the status analysis. It is important to be clear in the formulation of alternative scenarios, and in the consequences of the different scenarios, to provide a solid foundation for the choice of alternative. The analysis should focus on the questions that were highlighted in the introductory phase. The status analysis should have the same topic headings no matter the size of the local authority, as this will make it easier to compare and exchange experience between local authorities. The result of the analysis is a description of the transport system, how it affects other areas, previous experiences of the local authority, and how far the local authority has come in these questions.

The action plan makes it clear what is needed to reach the goals following the scenario that was chosen in the previous step. Both physical and other measures such as behavioural change measures, regulations, parking management and land use should be included. In a small local authority, the action plan can be comparable to the transport plan, i.e. as a part of the planned measures (see figure 4). A larger local authority needs several separate transport plans or programmes on top of the action plan.

The complete proposal for the transport strategy including the action plan must be given backing both from politicians as well as those working groups

who have been involved in the process. A workshop can be a good way to do this. The workshop is the beginning of the final phase in creating a political mandate for the process. The political backing has thus far been informal, but needs to be in the form of an official political mandate. The proposal for the transport strategy should be communicated, sent out for consultation and adjusted before it can take its final form.



Phase 3 – Implementation and administration

Goals backed with a political mandate, good organisation and a clear structure for work make it easier to implement the transport strategy. Integration of the transport strategy into routine working processes is an important success factor. The transport strategy can require further detailed information before it can be implemented, for example in making clear who the responsible persons are, and dividing measures into different stages based on which are of higher priority. The level of detail required depends on the contents and scope of the transport strategy. The implementation needs to be planned regularly, and requires resources with measures usually fixed every year. It is important to ensure collaborations with politicians, different departments and other actors at this stage too.

Monitoring and evaluation is a key part of the implementation. The goals, for example, are monitored to see if they are attained to a desirable level. Monitoring and evaluation is a way of managing

the action plan and to work towards continuous improvement. The evaluation can be done both quantitatively and qualitatively. Reporting of the monitoring and evaluation can be done in the form of a yearly report which can be used to communicate progress both within and outside of the local authority.

After a time, the transport department should review the transport strategy to see whether updates

are required. This could take place once during every political term. Perhaps much of the action plan has been implemented, or perhaps the local authority faces new challenges that requires changes to the plan. For a more thorough update the phases 1 and 2 should be reviewed again. Any changes to the transport strategy should then be included in the local authority's master plan when it is updated or reworked.



Quality aspects of transport and town planning

TRAST does not only propose a structure, but also highlights important areas that should be taken up in transport and town planning. The overarching aim for the local authority following TRAST is to create conditions for a balanced and sustainable transport system, and the planning documents should show how the local authority can take advantage of different transport modes in the best possible way.

Every city must develop based on its own local conditions, of which a city's identity and history are two key components. The people living and working in a city are its most important resource. The city's physical environment also plays an important role. Every change of the city must be made with consideration of the local characteristics; a strong city is one with a strong identity.

An attractive city benefits from dense form, and this also creates possibilities for collaboration among people and among businesses. The location of buildings influences many qualities of the urban form. Proximity to work, services, shops and leisure activities are strongly influenced by location. Densification and efficient use of infrastructure provides economic benefits to society.

New possibilities, creativity, and new ways of thinking are grown in a tolerant society in which differences and anomalies are appreciated. Living areas should be integrated with other (non-disturbing) land use and the city centre should be developed as

an arena full of people. Streets, squares, parks and other public spaces are our common living room. Streets and facades create street spaces, and the street in the centre of the town is a part of a modern square. The street space needs to be designed as a shared environment where the needs of vulnerable road users are reflected in the construction. As a support for how to use space in the street network, the "living space" model can be used. This model shows a way of how to prioritise different road user interests and the balance between transport space and other city functions (see figure 5). The "living space" model divides the city into three "rooms": free space, traffic calmed space and motorised transport space. The ambition is that, in the long run, it will be possible to create clear barriers between different rooms and that the streets in each room will have a clear design which is easy to understand for road users.

Trips and transport are the basis in creating economic and social value for citizens, businesses and for society. People need to move in order to satisfy their needs, their social obligations and personal wishes. A stable infrastructure is required to create security and predictability. Good accessibility makes it possible for people and goods to reach their destinations.

TRAST describes six important elements to include in the transport strategy: a city's character; accessibility; safety; perceived safety and security;

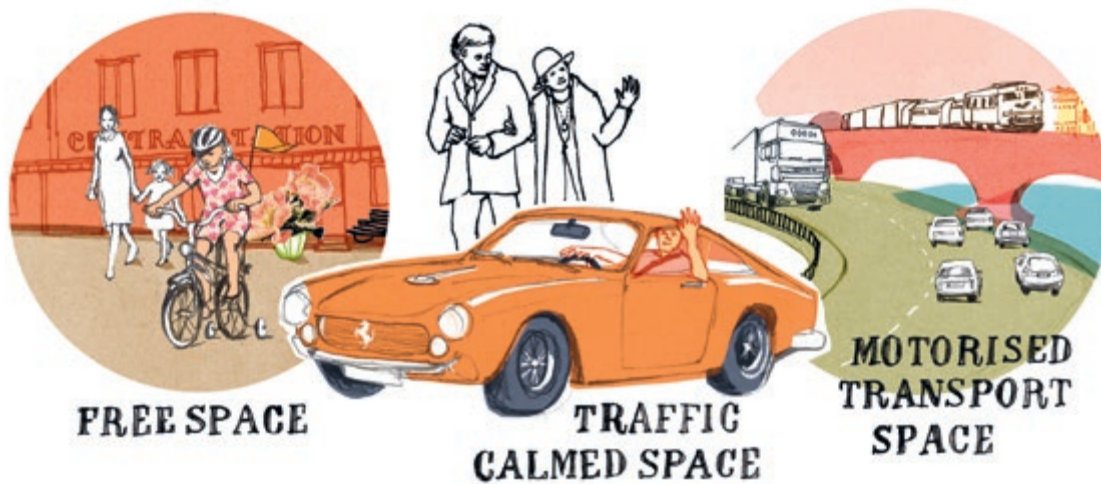


Figure 5. The "living space" model designates free space, integrated free space, traffic calmed space, integrated traffic calmed space and motorised transport space. This gives an understanding for the function of the street space.

and impact on the environment and health. These describe different components which are indispensable for the ability of the transport system to contribute to sustainable development.

If the vision for the city highlights other elements, these can be of course included too.

The city's character

The notion of a city's character is about recognising that urban places each have their own unique history. Recognising and understanding this is important to consider at the basis of all physical planning. The built environment of streets, buildings, squares, parks and green areas also contribute to the character and identity of place, and they are important elements in creating attractive urban areas.

Accessibility

The transport system's primary task is to ensure an accessible society for all. Accessibility can be defined as the ease with which citizens, businesses and other organisations can reach the activities that they need to. Accessibility is created by the transport system, both through transport modes and the built environment.

Perceived safety and security

These are complex terms to understand. The worry of being a victim of crime or having an accident can influence a person's habits, and can result in them avoiding public places such as streets, squares and public transport. This can reduce their mobility, and their levels of physical activity. With the help of surveys and site visits focusing on the problem, information about perceived safety and security can be gathered in a local authority.

Traffic safety

Traffic safety is defined as a result of measures to reduce accidents and injuries due to traffic. In Sweden, the basis for traffic safety work is the "Vision Zero". Within the context of Vision Zero, streets, roads and vehicles should be adapted as much as possible to people's requirements. The responsibility for traffic safety lies both with those who build and those who use the road transport system. Traffic safety in a local authority can be improved by following a systematic goal-driven process with specified measures and details of implementation.

Impact on environment and health

The transport system impacts the environment while being built and maintained, and not least in



Figure 6. Visualisations can be used to show the qualities and differences between different alternatives for urban development.

terms of its use. How a city’s spaces are used and separated influence the distances that need to be crossed by infrastructure and transport. A transport system that supports walking, cycling and public transport can reduce the system’s impact on environment and health. It can also increase people’s levels of physical activity and thereby improve public health.

Joint analysis

The transport system should make use of the advantages of different transport modes to best contribute to the development of the city. In most places, this means that walking and cycling need more consideration. In larger urban areas, public transport should be prioritised. Car traffic can be reduced with the help of goal-orientated systematic work. This should include consideration of the localisation of businesses and residential areas, the transport options, and ways of influencing travel behaviours.

The TRAST "joint analysis" table is a way of analysing the different elements of the transport system. It considers the key elements of TRAST in relation to different parts of the transport system (divided up by transport mode). The table can be used as a basis for making priorities and deciding on the contents of the status analysis, the vision and goals as well as (ultimately) the choice of measures. The TRAST qualities can be changed and adapted to local conditions and a local authority can focus on the fields in the table which are most important for the local authority’s vision and goals. At the basis of TRAST is the idea to create the conditions for a balanced and sustainable transport system, and thus, how the advantages of the different transport modes can be used in the best way.

Table 2. The TRAST "joint analysis" table is a way of analysing the different elements of the transport system. It considers the key elements of TRAST in relation to different parts of the transport system (divided up by transport mode).

| Functions | Properties | | | | | | Joint analysis |
|---------------------------------------|----------------------|---------------------|----------------|-------------------------------|----------------|-------------------------------|----------------|
| | The city's character | Trips and transport | Access-ibility | Perceived safety and security | Traffic safety | Environment and health impact | |
| Walking | | | | | | | |
| Cycling | | | | | | | |
| Moped | | | | | | | |
| Bus/tram | | | | | | | |
| Train station and larger interchanges | | | | | | | |
| Car | | | | | | | |
| Freight | | | | | | | |
| Emergency vehicles | | | | | | | |
| Joint analysis | | | | | | | |



Figure 7. The development staircase shows different levels of where a local authority can be. This can be used to adapt the transport strategy to local conditions. Have a look at the section “successful transport strategy” for more information on important conditions to succeed in working with transport planning in a local authority.

Transport strategies will vary between local authorities. Larger local authorities often have more complex problems and more resources available. In these cases, the transport strategy will be encompassing and cover more areas, and details will need to be specified in a transport plan. Smaller local authorities will maybe need to focus on certain aspects that are taken up in TRAST, or focus on particular modes. It might be possible to start with the development of a cycling plan, a speed limit plan or in implementing smaller scale measures.

In smaller towns, it would be natural to combine the transport strategy, the transport plan and action plan into one integrated planning document. The TRAST method applies in large as well as small authorities; including cooperation between different groups at its heart. The TRAST method creates planning documents that make clear how urban

development is supported through as well impacted by transport management issues. It also highlights the interrelation between land use, the built environment, transport and people’s transport choices.

The contents and ambition of the transport strategy depend on how far a local authority has already come in their work in transport management. The “development staircase” provides a visual representation of different stages in knowledge development. It gives the local authority an idea of what stage they are in with respect to the transport strategy, and can help them to adapt the strategy and level of ambition to local conditions. When a local authority is already at the top of the staircase, they can further build capacity in particular areas, for example through demonstration projects, study visits, seminars etc.

The TRAST family

The original TRAST publication has been fine-tuned over time, with supplement materials added following the original publication. Now TRAST is a whole “family” of documents. As well as the two principal documents: the TRAST Handbook and the TRAST Background document, there is other in-depth documentation which gives further advice in a number of different areas of transport planning. The different members of the TRAST family are briefly presented here.



Transport for an Attractive City - Handbook (*Trafik för en attraktiv stad - Handbok*)

The handbook is designed for transport-related work in a local authority. The work done depends on the conditions in the local authority. The result can be a transport strategy, background to a master plan, a transport plan, an area plan for renewal or another document relating to transport and travel

in a local authority. The handbook gives – together with the TRAST background – a wide range of information which can be used in many ways in urban planning.



Transport for an Attractive City - Background document (*Trafik för en attraktiv stad - Underlag till handbok*)

The background document is a comprehensive document including facts that can be used in the development of a transport strategy, transport plan or packages of measures. The background document is designed as a supporting tool to be used throughout a local authority’s planning processes. This can be through highlighting useful material both for broader strategy work and for more detailed plans and programs. The different sections of the background document follow the

steps detailed in the TRAST handbook for creating a transport strategy. Individual chapters in the background document can be used for support in different ways, including, for example, if extra support is needed regarding a particular mode of transport.



The TRAST guide and the TRAST guide checklist (TRAST-guiden och TRAST-guiden - En checklista)

The TRAST guide is designed to give practical support to local authorities of all sizes in creating a transport strategy. The guide is designed to contribute to a methodical and well-established process. The TRAST guide is aimed at several target groups, but primarily to project managers and those in charge of bringing about the transport strategy. The information in the guide gives increased understanding of the planning process to all those who are involved in transport planning. Decision makers, high ranking public officials, technicians, consultants etc. can benefit from the guide. There is an accompanying checklist to the guide which includes concrete suggestions of how to work when creating a transport strategy.

➤ “Creating a transport strategy is a process with a snowballing effect.”

The effects of transport strategies (Effekter av trafikstrategier)

This document demonstrates the impacts which have been obtained with the help of transport strategies following TRAST, or similar. The document



describes how local authorities work with monitoring and evaluation and give examples of effects that have been achieved. In the city of Gävle, the work in creating a transport strategy is considered to have had a large effect on the local transport planning in that both politicians and officials have put transport on their agendas. In the city of Helsingborg, a cycling plan was developed, and the cycle network extended, thanks to the existence of the transport strategy.

➤ “The level of ambition in the how the local authority works with monitoring and evaluation decides how the transport strategy development can be communicated with politicians and other stakeholders.”



Walkable city (Gångbar stad)

The interest in walking as a mode of transport has increased over recent years. Several local authorities are working to create walkable environments. The interest in walking is not only about sustainability and attractive cities, but also about health and well-being. “Walkable city” is a handbook which gives

an overview of recent knowledge and includes material that has been collected from earlier literature reviews about walkable environments. The handbook includes practical advice about how better conditions can be created for walking. The handbook is meant for decision makers and officials in local authorities, planners from the National Transport Administration, consultants and others who work with planning for transport and the built environment.

➤ “A walking strategy and a walking plan will over time become a normal part of a combined transport plan covering all modes.”



PT-TRAST (Kol-TRAST)

A good, well-functioning public transport system is an important basis for sustainable development. An effective, quick, attractive and structured public transport system is often also a condition for successful local and regional development. PT-TRAST is written for those who work directly with public transport, as well as those who work in other sectors of planning which can create conditions for attractive public transport systems. PT-TRAST is based on work done in the EU project PROCEED, and complemented with results from Swedish research.

➤ “Public transport creates, quite simply, benefits; both for those who travel and society at large.”



Sustainable travel in practice (Hållbart resande i praktiken)

The aim of this document is to inspire all actors who are involved in transport and town planning in Sweden to increase their work in sustainable travel (also known as Mobility Management (MM)). The aim is also to make MM an integrated part of a local authority's work. The document describes both physical and behavioural measures, as well as practical examples from local authorities who have succeeded especially well in their work with MM.

➤ “Mobility Management are soft measures that influence travel before it takes place.”



Handbook for freight transport in the good city

(Handbok för godstransporter i den goda staden)

Well-functioning freight transport is required for a functioning society and for commercial businesses. This is a handbook that supports local authorities in creating a well-balanced urban transport system in cooperation with businesses. The handbook

describes how to create a cooperation platform where authority and industry stakeholders can meet to discuss issues and development possibilities related to freight transport, as well as to plan measures.

➤ “Solutions must be sustainable, at the same time as they consider transporters’ needs to make deliveries in a rational way.”



who are killed or injured. Local authorities therefore have a key role in national traffic safety work. Improved traffic safety doesn’t just mean fewer accidents but also helps to create a better urban environment with increased perception of safety, as well as enjoyment and accessibility. A local authority’s work in improving traffic safety contributes to other overarching aims in attaining a sustainable and attractive city. “Urban traffic safety” describes how local authorities can work in creating a traffic safety program that supports systematic and effective work in improving traffic safety.

➤ “Approximately 75% of KSIs on local streets are vulnerable road users.”



Right speed in the city (*Rätt fart i staden*)

This is a handbook that supports the work in adapting the transport system to the city, instead of the other way around. By judging the traffic speeds in different parts of the network, the speed limits can contribute to creating an urban environment that better supports urban development. The method used in the handbook contributes to improved understanding of why speed limits are chosen, and why certain measures are required in the network. The result of the work is a speed limit plan.

➤ “Right speed in the city gives local authorities support in finding the most appropriate speed limits in every part of the urban transport system.”



Transport for an attractive city - book of examples

(*Trafik för en attraktiv stad - exempelbok*)

The book of examples includes practical examples of how local authorities can use TRAST. The aim of the book of examples is to show examples of the application of TRAST in order to make it easier to use the knowledge in the TRAST materials. Additionally,

Urban traffic safety (*Trafiksäkra staden*)

An important challenge in traffic safety work is in reducing the number of cyclists and pedestrians

the book of examples shows how TRAST can be used and what exactly it supports in planning. The book of examples contains examples which are thought to be interesting for those who will use the TRAST documentation.

➤ “The example book is a reference book and shouldn't be read from cover to cover, but rather used as a continuous support during work.”



A sustainable trade policy - Urban trade development (En hållbar handelspolicy - Handelsutveckling i staden)

This publication describes a tool that will enable Swedish municipalities to develop a planning strategy that can handle the rapid changes that is taking place in the trade and service sector in cities, while the share of sustainable shopping trips increase. In this form of planning, a policy document adopted by the city council is a valuable support. In this publication, a methodology that generates a basis for such documents is described. Firstly, a method of analyzing land use is described. After that the publication describes how the various actors' decisions can be understood to be able to suggest an appropriate development. The work is partly done with the help of a software (POLA) which is accessible on the internet. Finally, an evaluation of how consumers act during their shopping trips is being made.

➤ A sustainable trade policy allows operators to have a common development policy and can contribute to a greater proportion of sustainable shopping trips

Transport for an attractive city

INTRODUCTION TO TRAST



The aim of Transport for an attractive city (TRAST) is to put the transport system into context and create a bridge between different community planning sectors. TRAST is designed to guide planners, decision makers and other actors in showing them how important urban transport and travel is, and when and how it should be considered.

The transport system should be adapted to the city and to provide accessibility to its citizens. A careful balancing act needs to be made between different transport modes and between accessibility and other urban qualities. An attractive city requires forward-looking measures for the built environment and community planning, and needs to be taken from a holistic point of view. The full picture is composed of many pieces and interests and should include cooperative planning processes in different stages.

The original TRAST publication has been fine-tuned over time, with supplement materials added following the original publication. Now TRAST is a whole “family” of documents. As well as the two principal documents: the TRAST Handbook and the TRAST Background document, there is other in-depth documentation which gives further advice in a number of different areas of transport planning. This document gives a summary of TRAST, describing success factors, effects and the importance in adapting TRAST to local circumstances.

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