Regional integration of transport- and land use planning – governance through dialogue and knowledge production

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Fredrik Pettersson, Environmental and Energy Systems Studies and K2
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- 33 municipalities
- The Region of Skåne
- The County Administrative Board
Urban expansion 1962 - 2005
Regional mobility and energy use

Regional travel - 75 % of passenger travel (p-km)

Differences in energy use for transport are substantial in different locations

Energy use for transport depend on: density, self-sufficiency of work places, level of service, distance to regional centre, level of service of PT, access to railway

Holmberg & Brundell-Freij (2012)
Regional planning as soft governance

- Formal/hard regulatory spaces of planning (33 municipalities, Länsstyrelsen, the Transport Administration)
- Soft spaces of governance (e.g. the region of Skåne, trade and industry, league of municipalities)
- Emergence of new formal and informal scales of governance inbetween traditional administrative boundaries

- Galland (2012)
Challenges of soft governance

- Climate objectives as key policy objectives - but no clear operationalized definitions
- Emphasis on commuting
- (Pettersson 2014)
- Different interpretations of polycentric visions at local and regional scale
- What is a public transport accessible location?
- Frisk (2013)
• 64% of planned development in public transport accessible locations

Sufficient?
• References


• Pettersson, F. (2014) Swedish infrastructure policy and planning – conditions for sustainability, Doctoral thesis