

# SUSTAINABLE MOBILITY

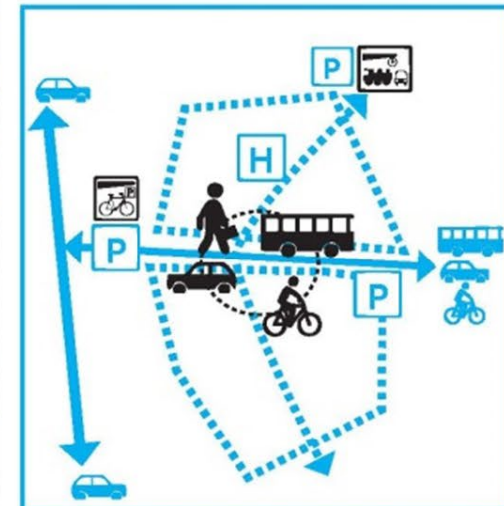
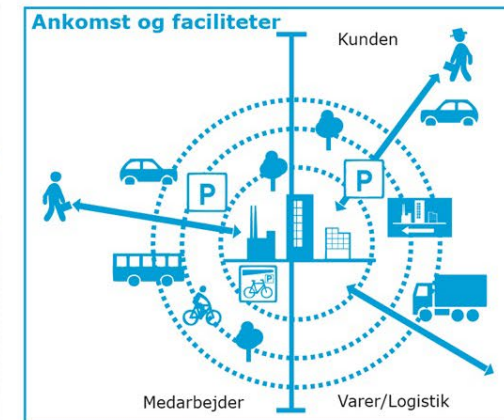
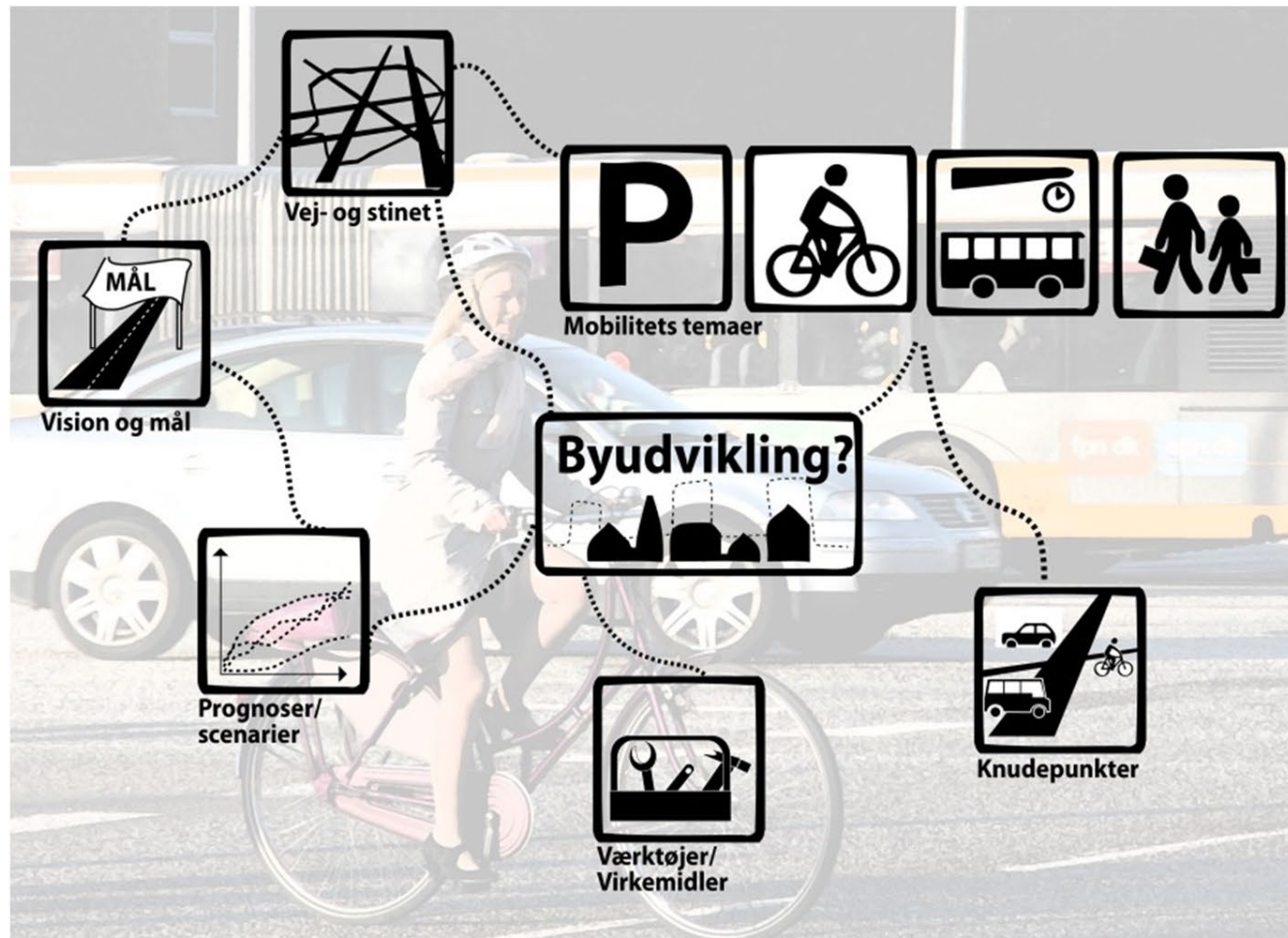
## BEST PRACTICES IN THE NORDICS



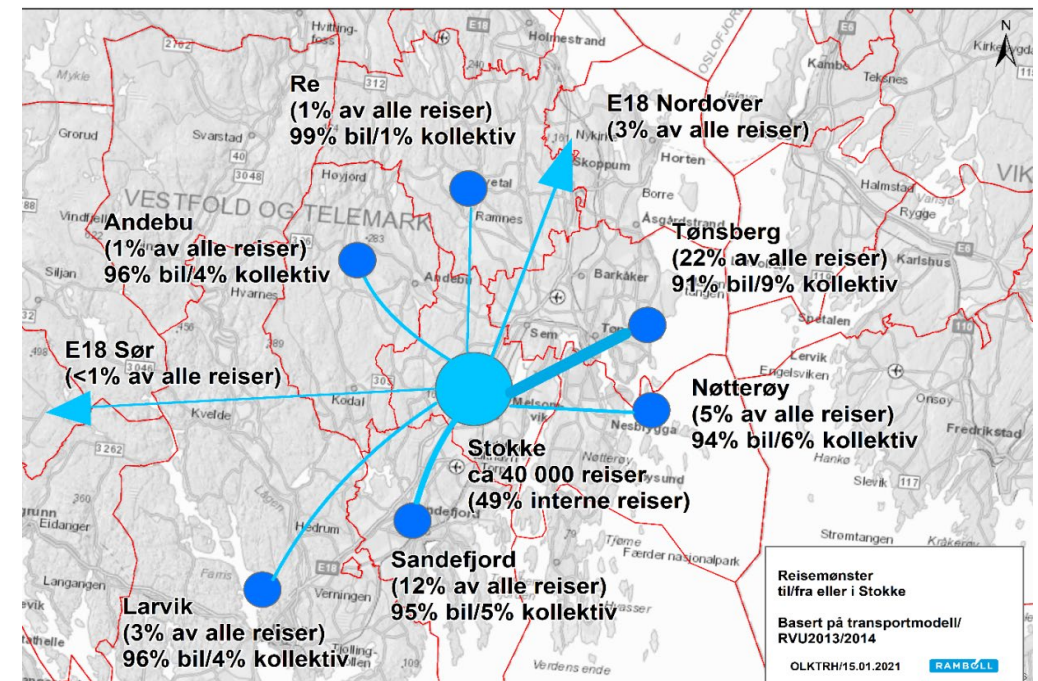
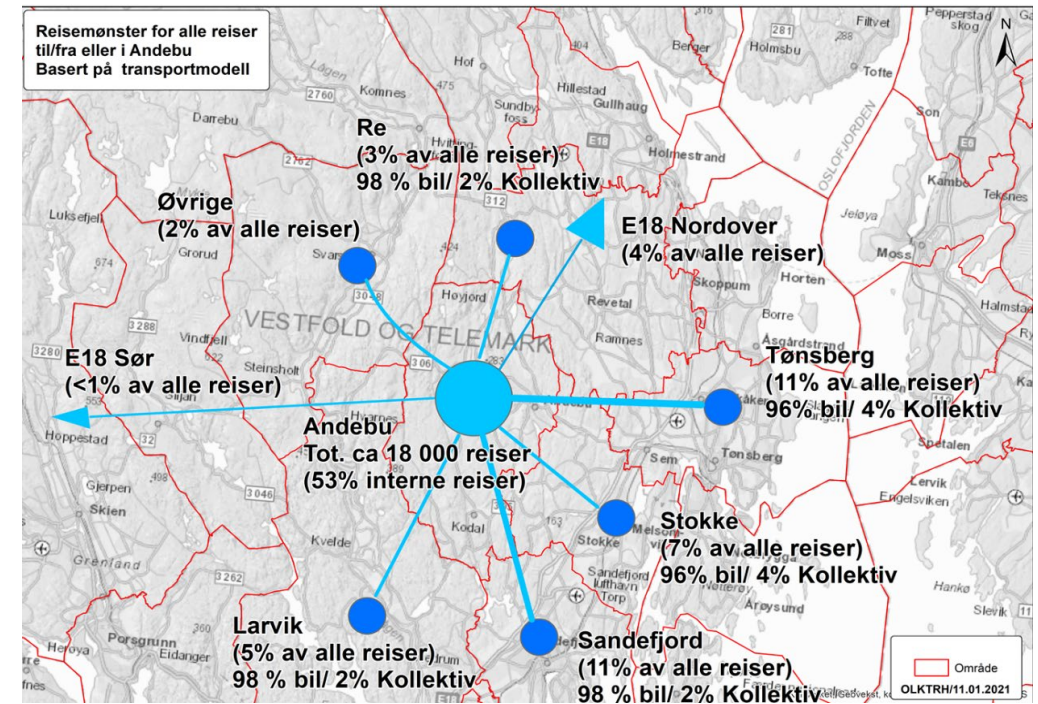
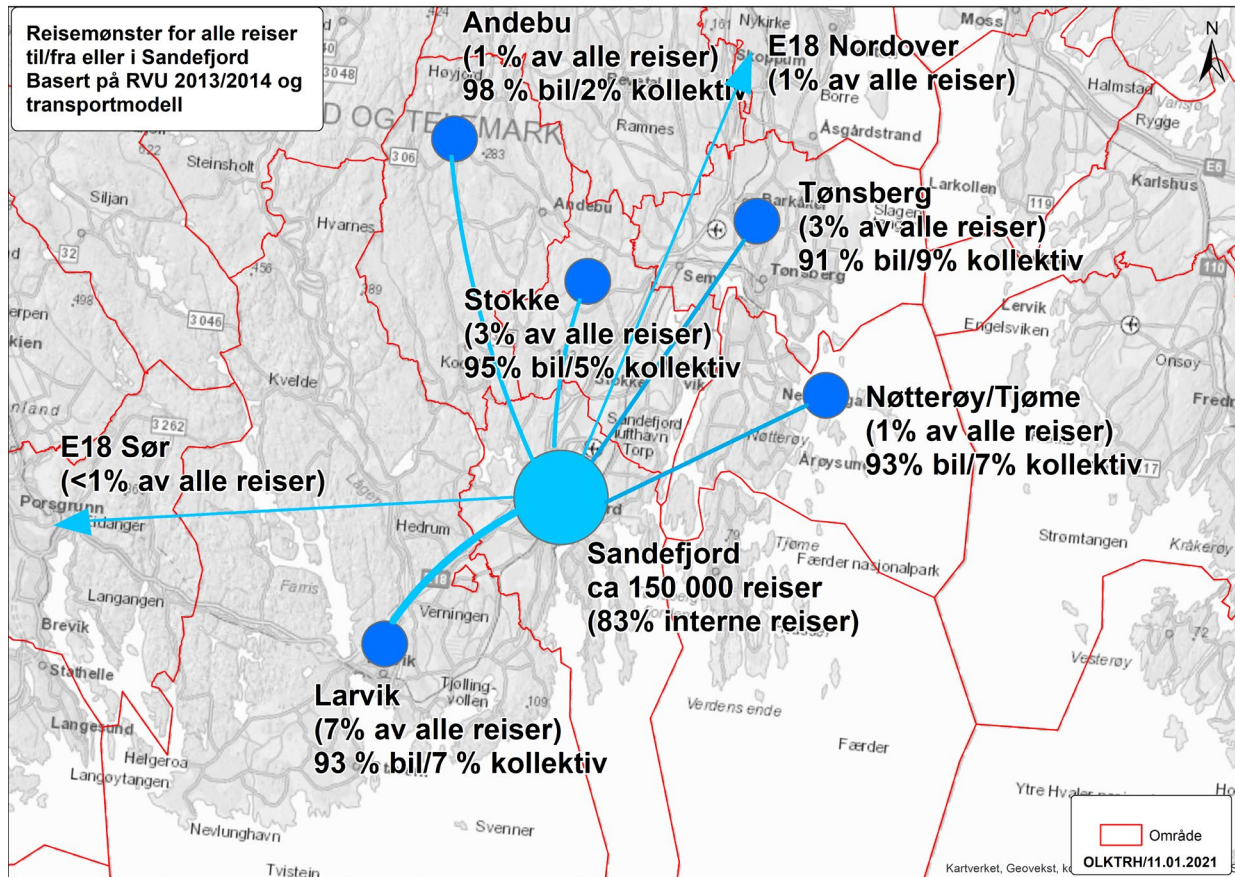
# MUTUAL TRENDS IN THE NORDICS



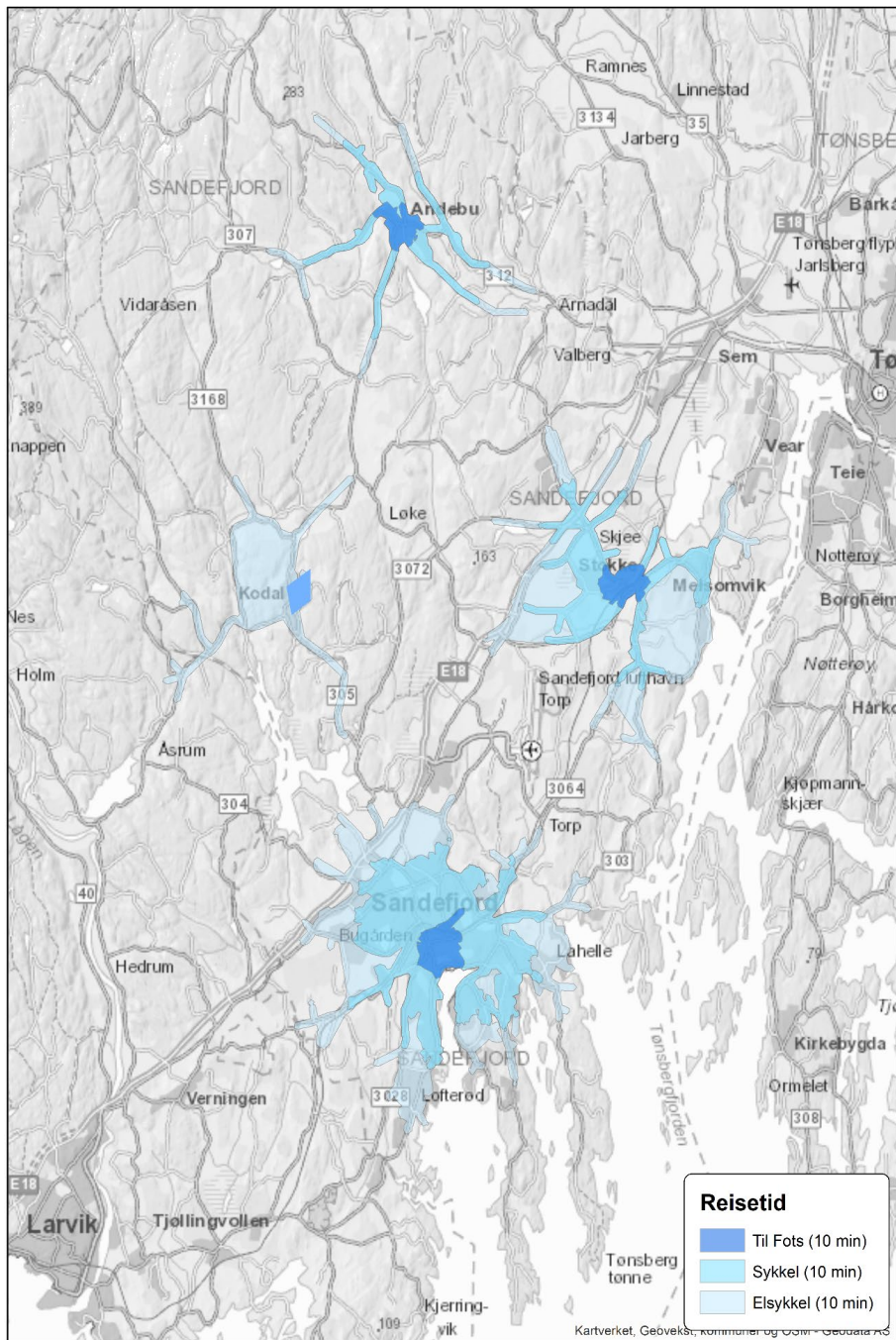
# MOBILITY PLANS



# CASE SANDEFJORD

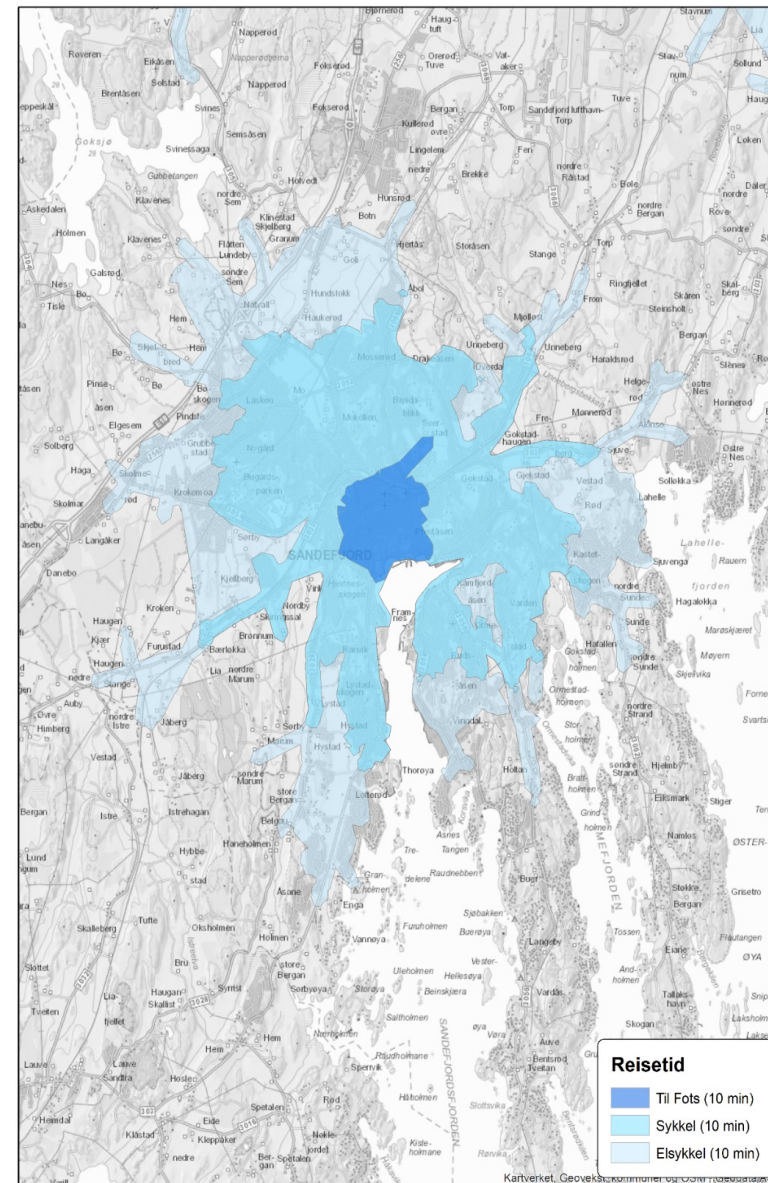


# REACH BY FOOT, BICYCLE AND E-BICYCLE



**85%**

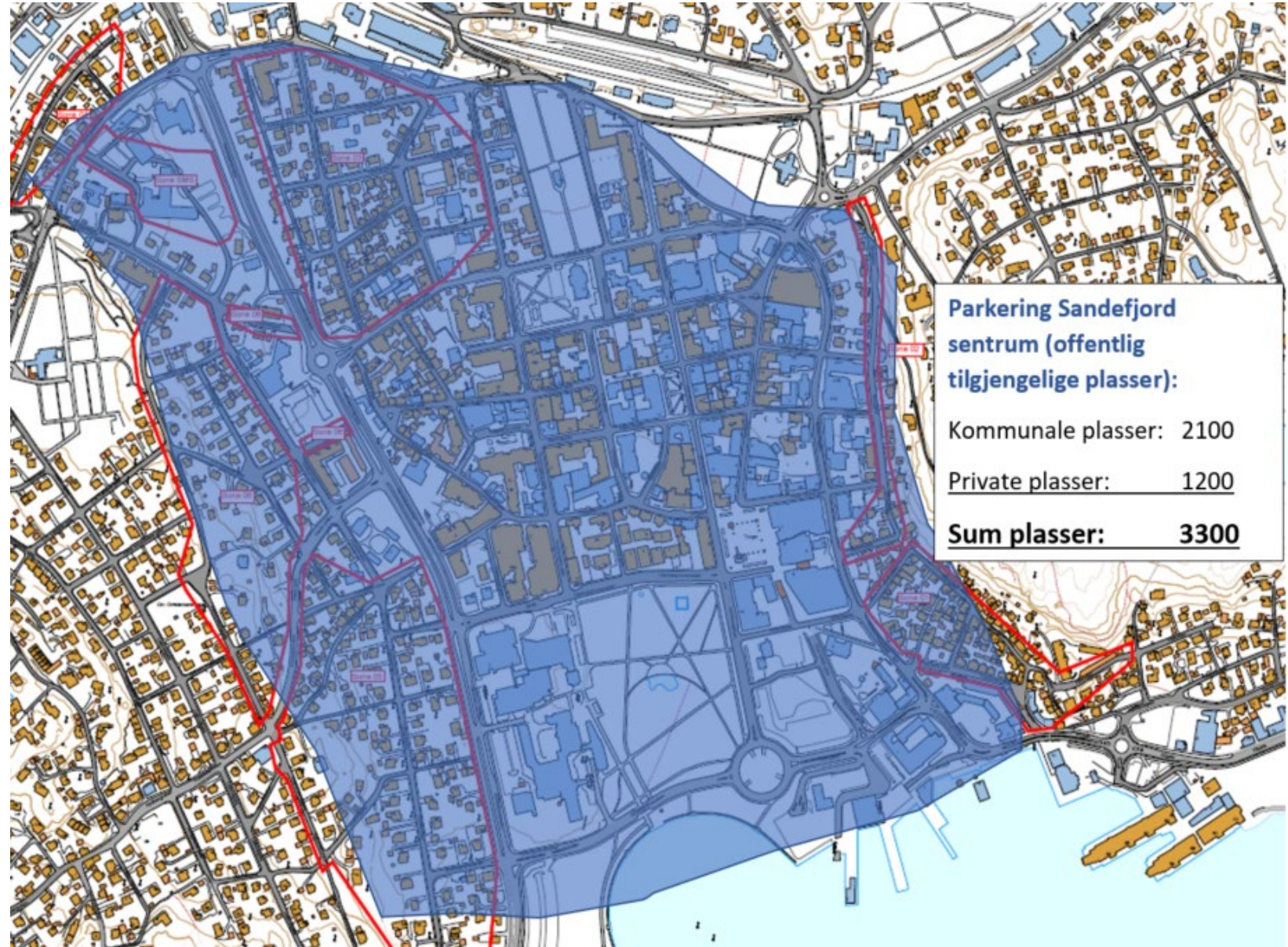
of the population in Sandefjords has a **10 minute distance** to a central location with an **e-bicycle**



# PARKING

**3300 publically available parking spaces in Sandefjord center.**

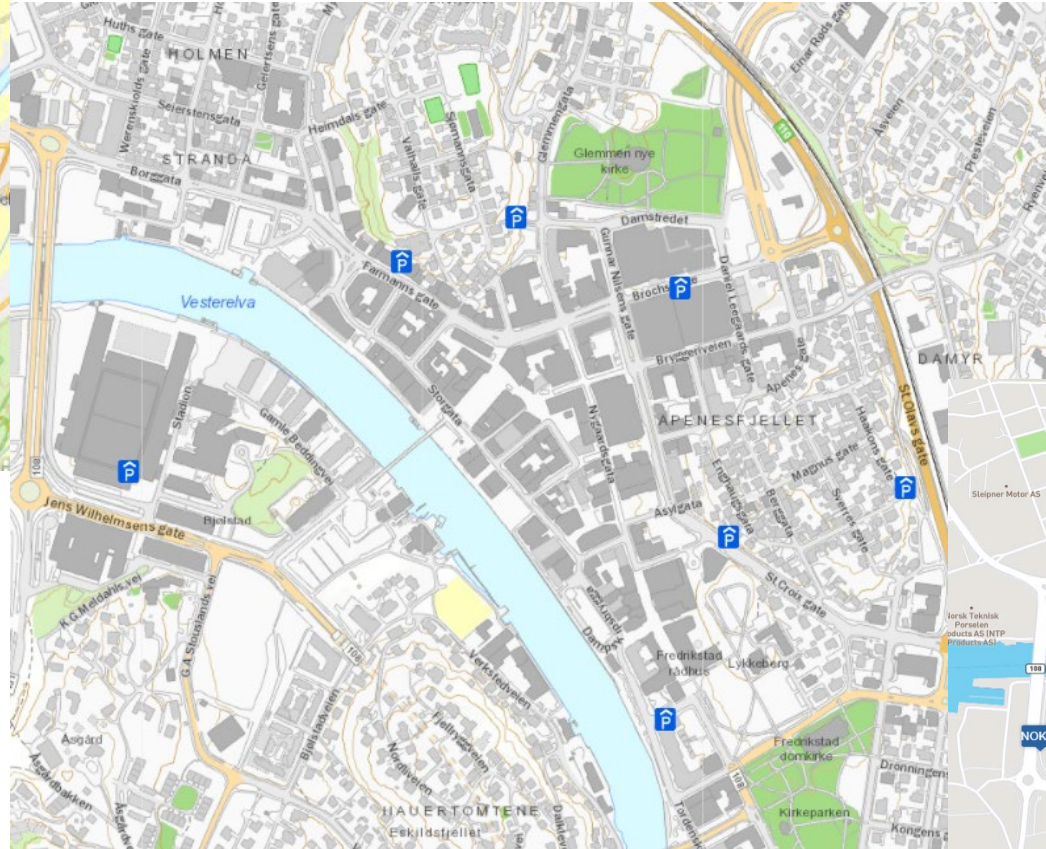
In addition there are many reserved parking spots in the area.



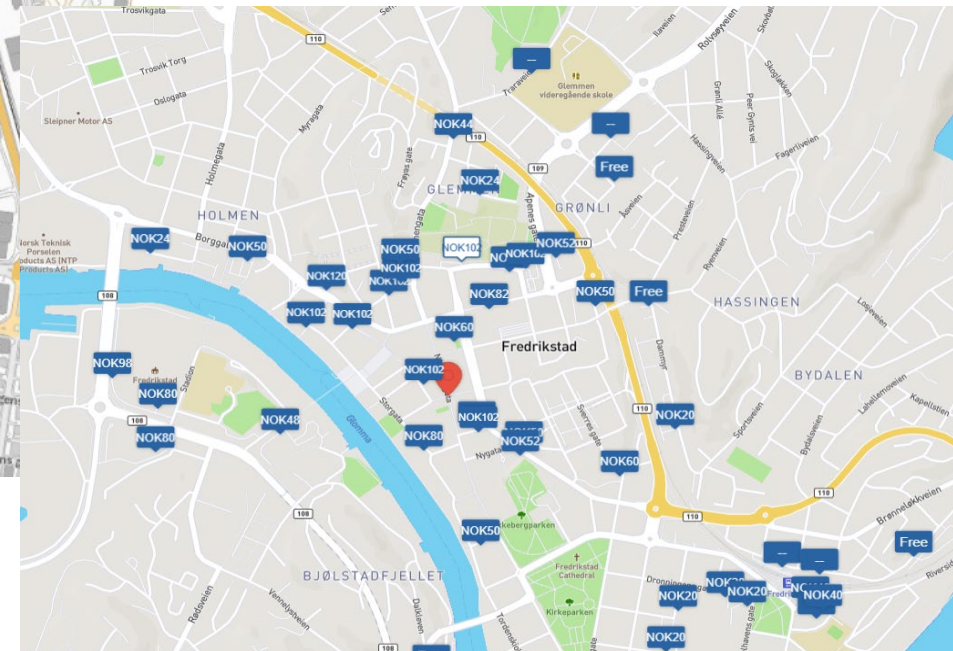
# PARKING FREDRIKSTAD



Commuter parking outside toll ring (free)



Parking houses in the edge zone of the city center (2,5€/h, some 4 €/h)



Street parking Fredrikstad (5,1 €/h, max 2h)

# POSSIBLE SCENARIOS

## «Compact city»

- Short distances between housing, work places and other points of interest.
- Makes it easier to walk and bike, and offer a good public transport system.
- Reduces the need for car travel.

## «Car restrictions»

### **Parking restrictions**

### **Road tolls**

- Reduce the many and short car trips to the center, contributes to fewer car trips  
*(Moving them over to public transport, walking and biking)*

## «Green Mobility»

### **Strengthening the public transport**

### **Improving attractiveness for walking and biking**

- Facilitate good alternatives to car use. Active transport is also beneficial for the general public health.



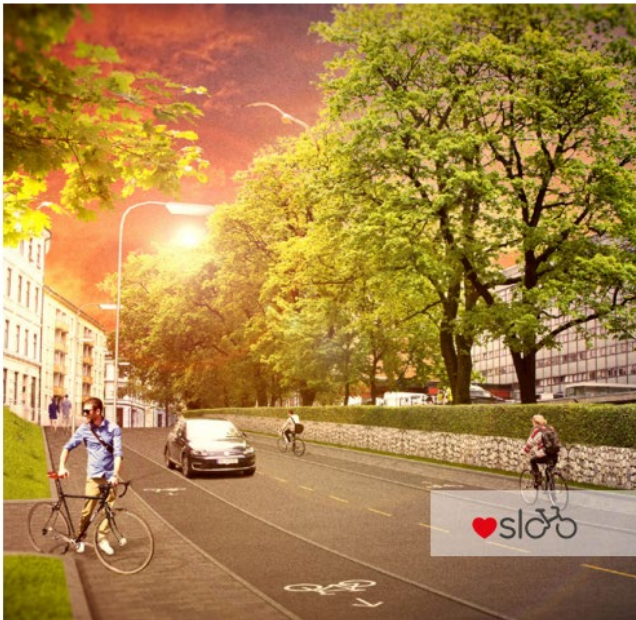
# ATTRACTIVE SOLUTIONS FOR WALKING AND BIKING



Oslo kommune  
Bymiljøetaten

27. februar 2017

Oslostandarden for  
sykkeltilrettelegging



RAMBOLL

- Ambitious
- Inspired by Denmark/Holland
- Driven people



# ELECTRIFICATION

## STANDARD ELECTRIC BUS



## IN MOTION CHARGING ELECTRIC BUS



# QUESTIONS?

