



LUND UNIVERSITY

Car free urban districts – Interactions between measures, implementation and experience

Koglin, Till; Larsson, Anders; Vogel, Nina; Marcheschi, Elizabeth

2019

Document Version:

Publisher's PDF, also known as Version of record

[Link to publication](#)

Citation for published version (APA):

Koglin, T., Larsson, A., Vogel, N., & Marcheschi, E. (2019). *Car free urban districts – Interactions between measures, implementation and experience*. Abstract from The 9th Nordic Planning Research Symposium, Ås, Norway.

Total number of authors:

4

General rights

Unless other specific re-use rights are stated the following general rights apply:

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal

Read more about Creative commons licenses: <https://creativecommons.org/licenses/>

Take down policy

If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.

LUND UNIVERSITY

PO Box 117
221 00 Lund
+46 46-222 00 00

**Abstract for The 9th Nordic Planning Research Symposium, PLANNORD 2019:
Future challenges for Nordic planning NMBU and Oscarsborg, 21st - 23rd
August 2019, Session 5: Sustainable Mobility**

Car free urban districts – Interactions between measures, implementation and experience

Till Koglin
Associate Senior Lecturer
Lund University
E-mail: till.koglin@tft.lth.se

Anders Larsson
Senior Lecturer
SLU Alnarp
Department of Landscape Architecture, Planning and Management

Nina Vogel
Researcher
SLU Alnarp
Department of Landscape Architecture, Planning and Management

Elizabeth Marcheschi
Researcher
Architecture and Civile Engineering
Chalmers University

Abstract

Cities and car traffic does not always fit well together. Apart from the well-known environmental problems associated with traffic congestion (e.g. air pollution and noise, climate change and global warming), there are also negative local effects in the form of increased risk of traffic accidents, abuse of key resources (energy and time), gender issues in terms of accessibility, security and power over public space and mobility patterns, financial losses and lost space due to increasing car traffic and the need for available parking spaces (e.g. Sheller & Urry, 2000; Berger et al., 2014; Halling et al., 2016). These problems can significantly reduce the cities' attractiveness for residents and temporary visitors. Furthermore, an increase in car traffic has proved to be negative for place related functions such as meeting places, or just places to visit or stay at, and for public health because of the reduced opportunities to perform physical and social activities such as walking and cycling (Lee, & Buncher, 2008). In order to effectively manage the present traffic overload, public administrations and transport authorities must have a comprehensive understanding of the local context, including the mobility needs of travelers and residents. One of the starting points for this three-year research project on planning and implementation of car-free districts has been to perform an interdisciplinary literature review, in which literature that triangulates car-free urban planning measures, concrete neighborhood interventions and quality of life parameters is scrutinized. The intention has been to find out the state of art regarding the interaction between measures, actual implementation and users' experience of car free districts. The results so far suggests that there is a lack of research addressing the interaction of the three variables, suggesting the need for more empirical studies that accounts for all

these different levels of environmental interactions from macro to micro (i.e. policy to final users of place).

References

Berger, G., Feindt, P. H., Holden, E. & Rubik, F. (2014). Sustainable Mobility—Challenges for a Complex Transition, *Journal of Environmental Policy & Planning*, 16:3, 303-320.

Halling, J., Faith-Ell, C. & Levin, L. (2016) *Transportplanering i förändring – En handbok om jämställdhetskonskvensbedömning i transportplaneringen*. K2, tryckt av LiU-tryck, Linköping.

Lee, I. M. & Buncher, D. M. (2008). The importance of walking to public health. *Medicine and Science in Sports and Exercise*, 40, 512-518.

Sheller, M. & Urry, J. (2000). The City and the car. *International Journal of Urban and Regional Research*, Vol 24(4), pp. 737-757.