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CLIMATE STRATEGIES AND PARKING POLICIES

22.04.2020

Mobility hub background:
Climate strategies and parking policies

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Mobility advisor, Agency for Urban Environment

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Fossil-free Bergen 2030

Main targets for sustainable transport in Bergen

2017 **2018** **2019** **2020** **2025** **2030** **2040** **2050**

- Bike modal share at 10 percent
- Main bike infrastructure grid finished

- Pilot Zero Emission Zone
- Fossil free public transport
- Car traffic reduced by 10%
- 1,3 persons per car in rush hours

- All new cars fossil free
- Fossil free construction machinery and heavy freight
- One car per household

Fossil free transport sector

- Zero Emission Zone in city centre
- Car traffic reduced by 20%

All transport growth to be handled by walking, bicycle, public transport and unoccupied car seats

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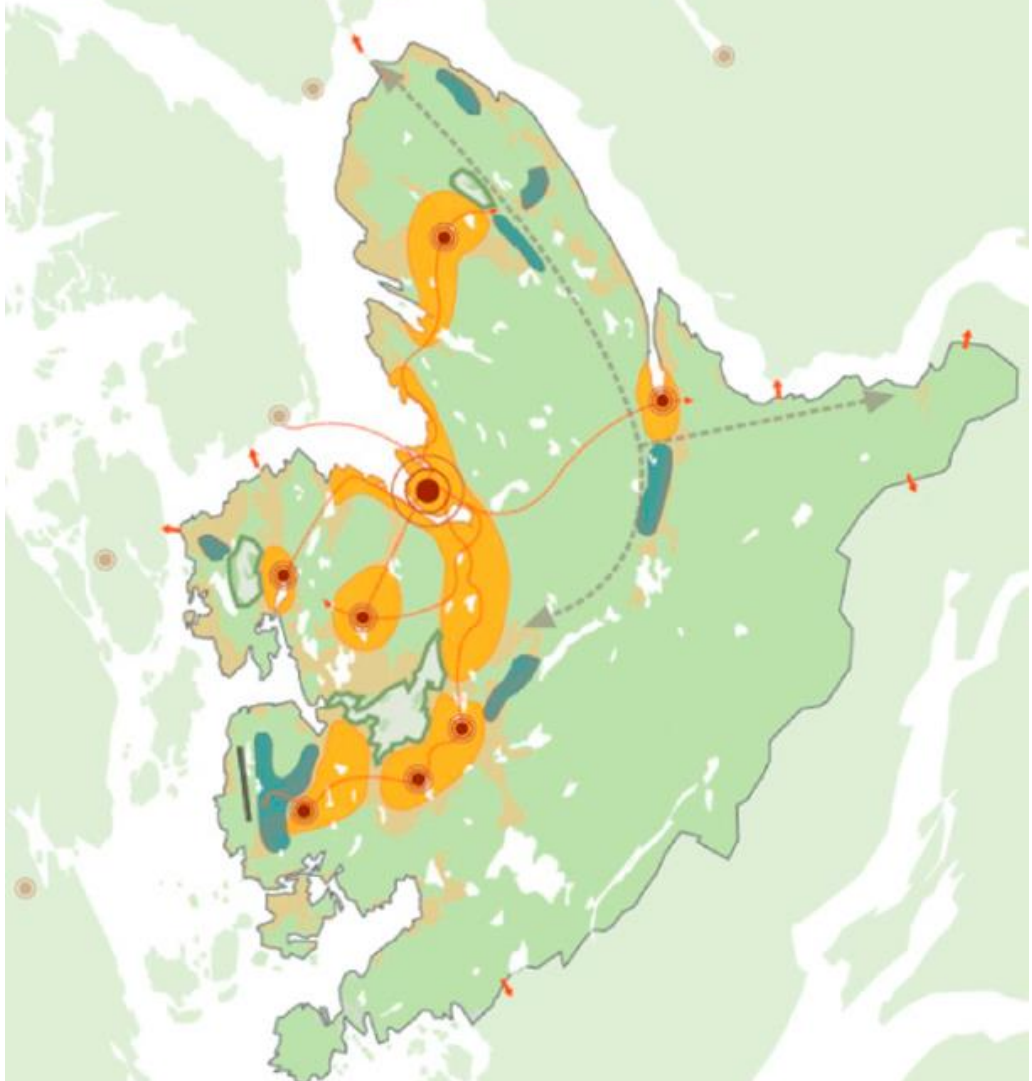
Strategies – transport and mobility

1. Coordinated and climate-friendly land-use and transport planning
2. Sustainable travel habits
3. Shared mobility - changes in mobility culture
4. Transition to zero emission technologies - phasing out fossil fuels



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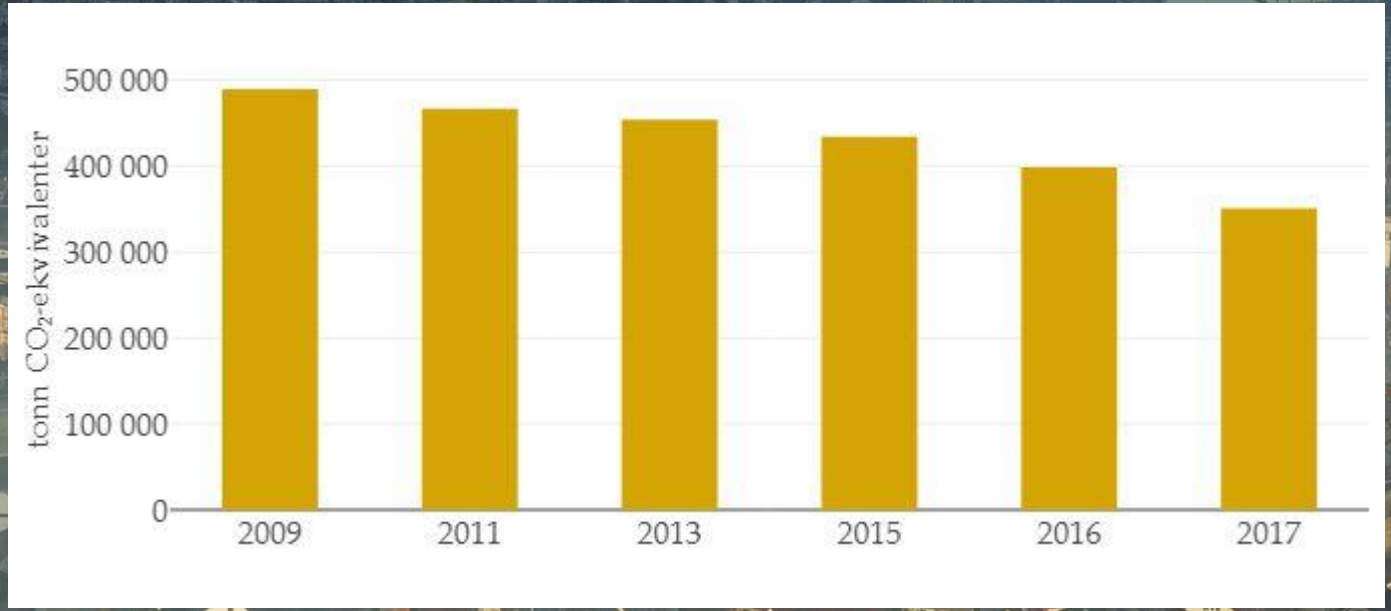
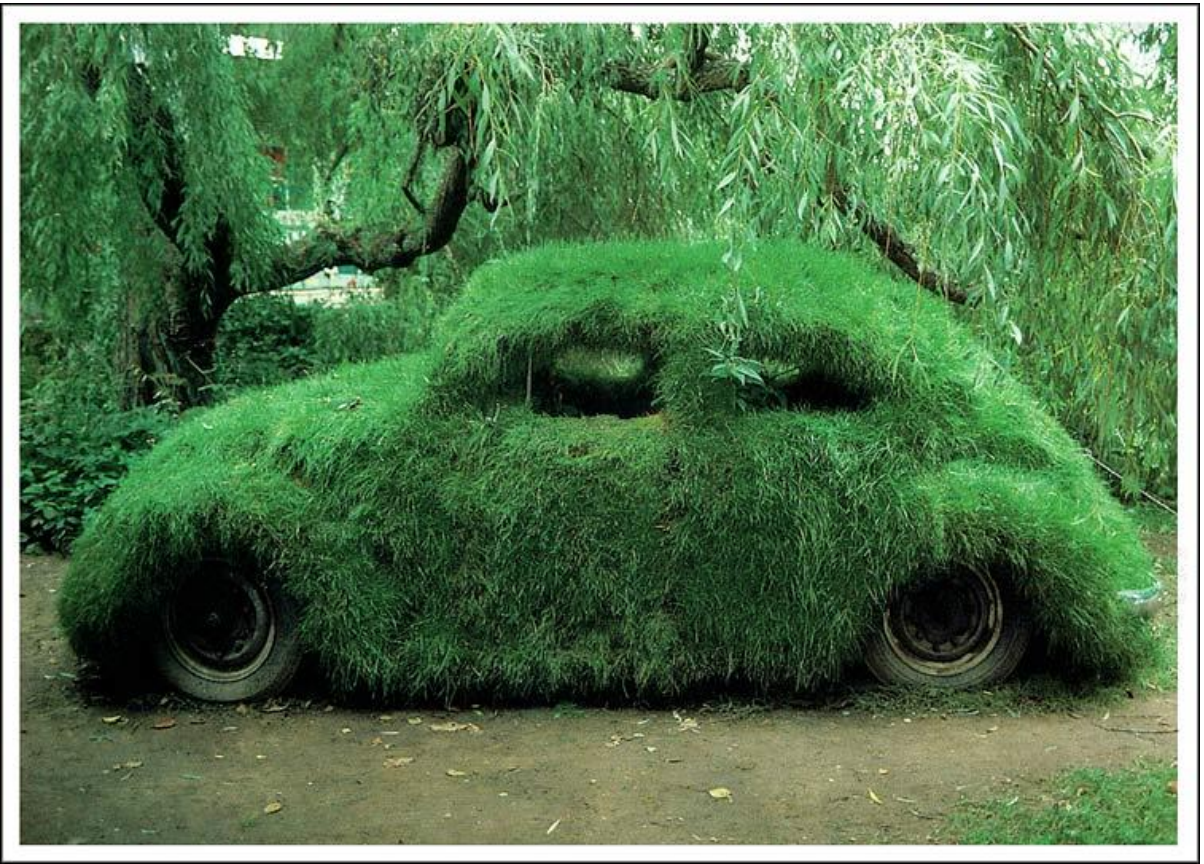
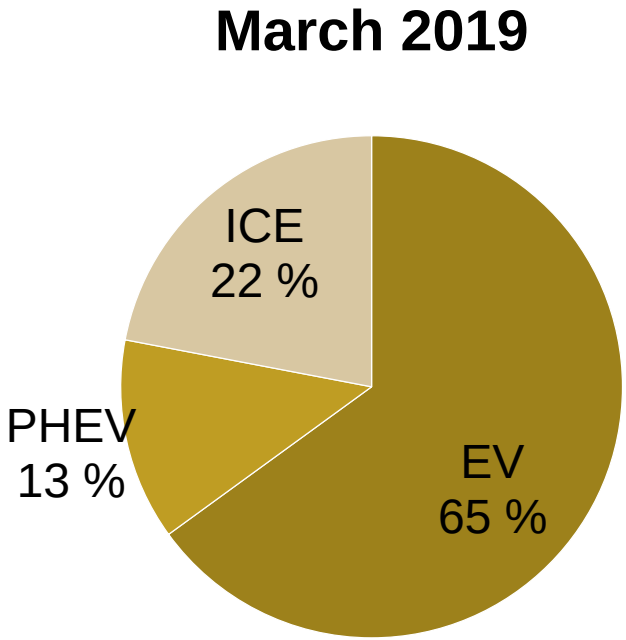
Fossil-free Bergen 2030

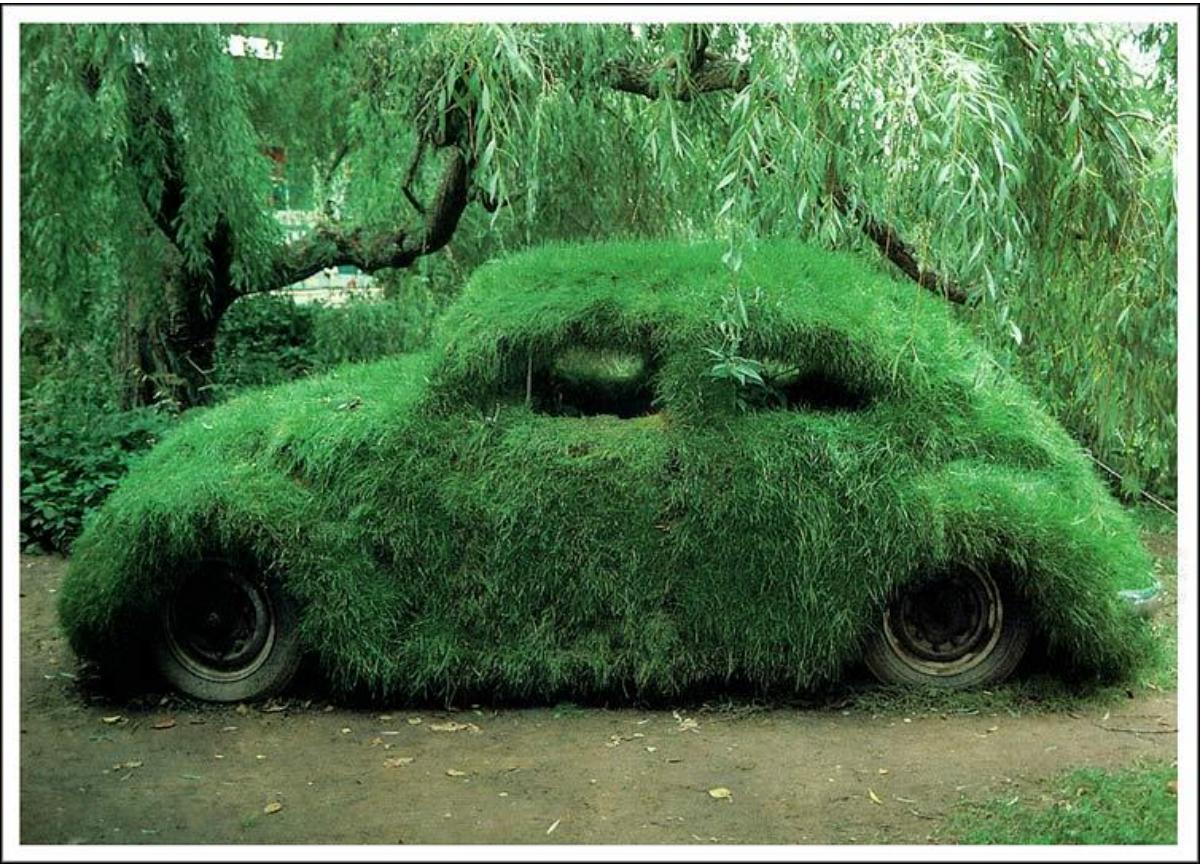


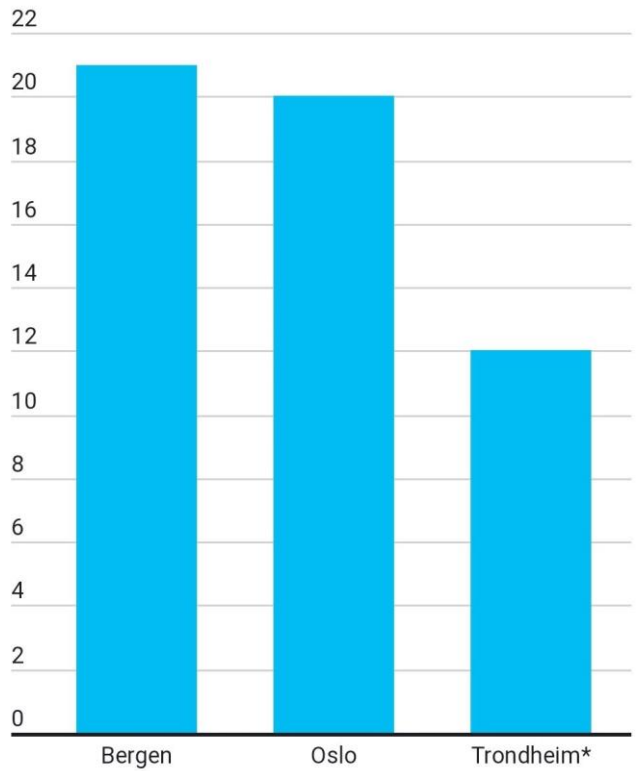
EV Market share – Bergen





EV Market share – Bergen





Price example

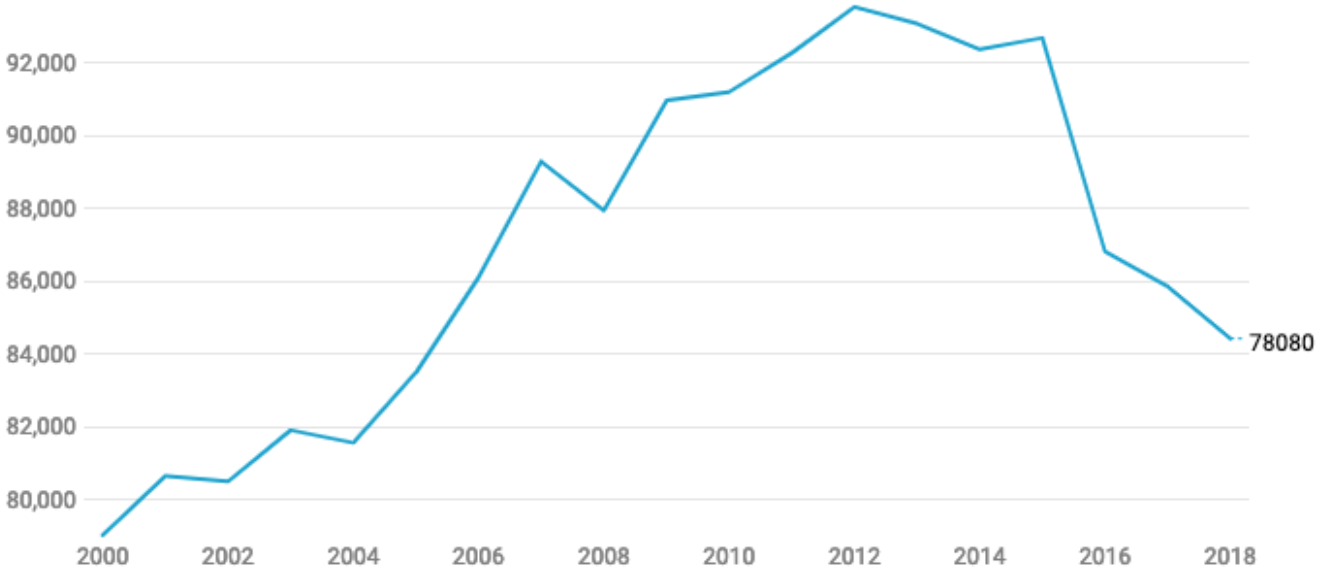
Volkswagen golf	**Volkswagen e-Golf**
Import price: **18 914 Euro**	Import price: **27 215 Euro**
CO_2 tax: **3 333**	CO_2 tax: **0**
Nox tax: **237**	Nox tax: **0**
Weight tax: **2 254**	Weight tax: **0**
Scrapping fee: **251**	Scrapping fee: **251**
25% VAT: **6 247**	VAT: **0**
Retail price: **31 236 Euro**	Retail price: **27 466 Euro**

Source: OFV

Diesel car, rush hour: € 6

Trafikkutvikling i Bergen 1999-2018

Trafikkutvikling i bomringen - retning Nygårdstangen/Bergen sentrum (7 Bomstasjoner)



Source: Statens vegvesen • Get the data

ØRJAN ORRA AS
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Stopp nye bomstasjoner
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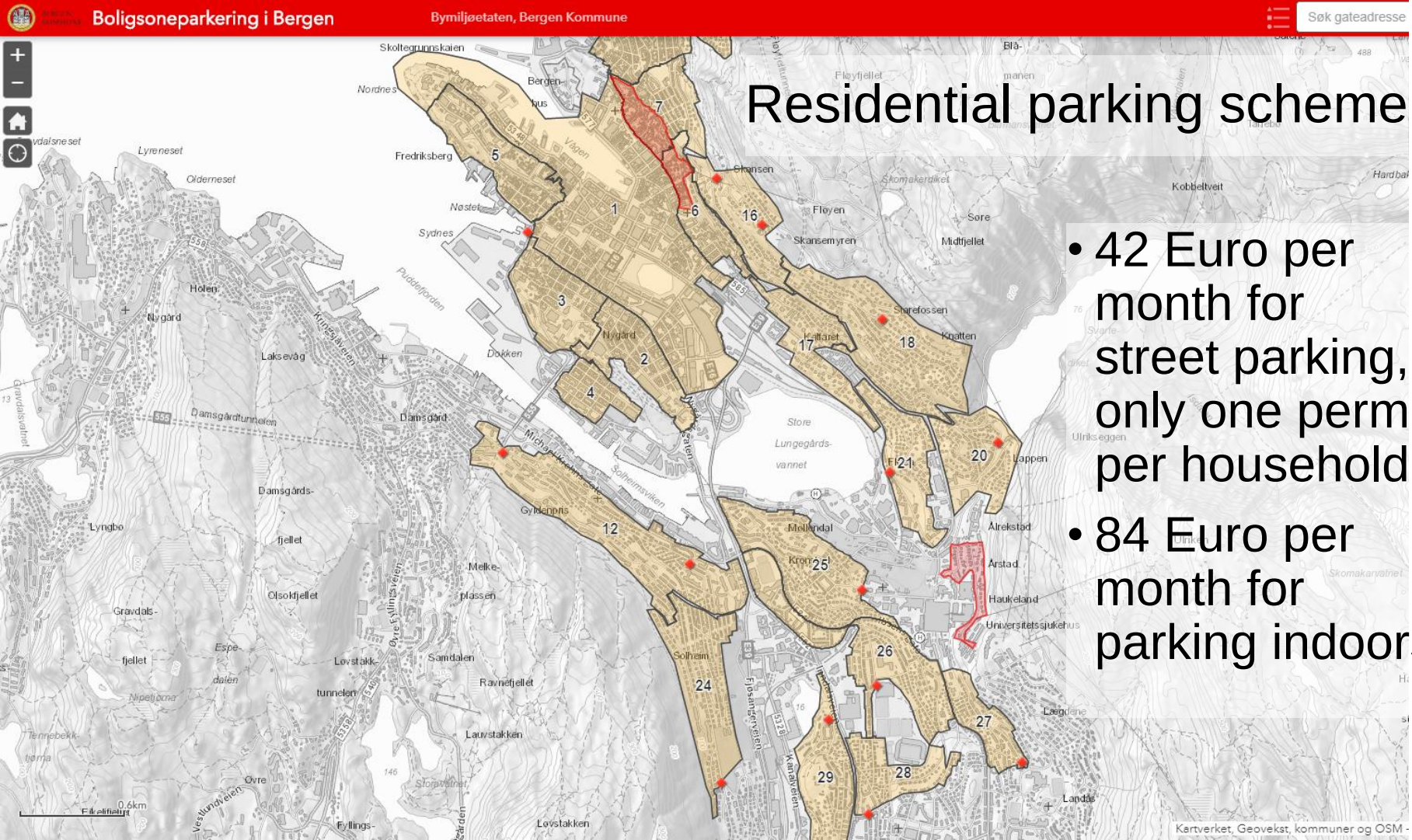
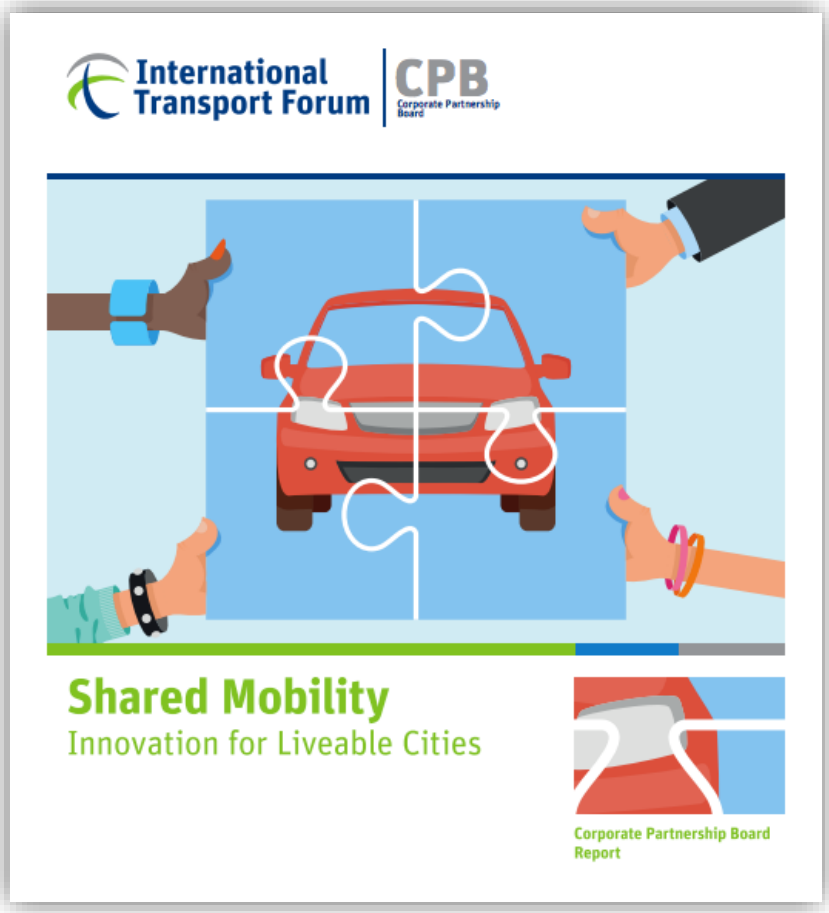
New parking strategy

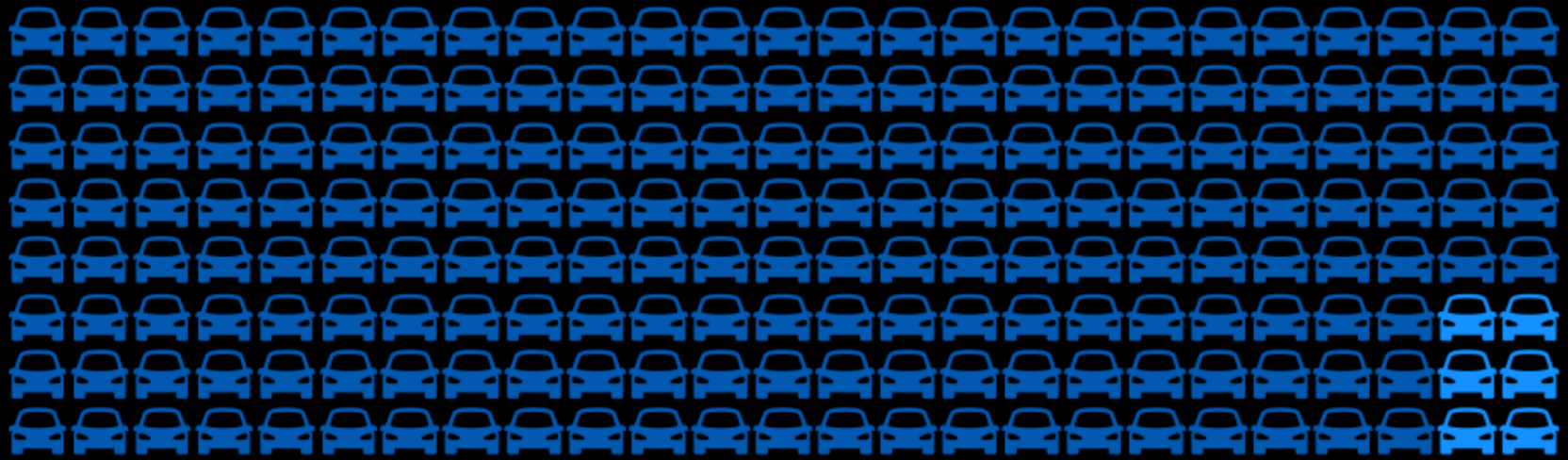
- The end of street parking in urban areas
  - Only deliveries and HC + car sharing
- Key instrument: Residential parking scheme
  - Funding public off street parking facilities


Boligsoneparkering i Bergen
Bymiljøetaten, Bergen Kommune
Søk gateadresse
Residential parking scheme
• 42 Euro per month for street parking, only one permit per household
• 84 Euro per month for parking indoors
Kartverket, Geovekst, kommuner og OSM

Shared mobility

- International Transport Forum - OECD
- Simulation – case: Lisbon
- Replacing all trips made by bus and private car with a fleet of shared taxis and minibuses





Scenario: 24 hours

Shared "taxis"
simultaneous ride-sharing

+

TaxiBus
optimised on-demand bus

+

high-capacity public transport

number of cars required to provide the same trips as before:

3%

+20%
kerb-to-kerb street space

-80%
off-street parking

International Transport Forum

-34%

CO_2 emissions

OECD

Parking in Bergen by 2040:

- 3% of 131 000 cars = 4000
- 3 largest parking garages: 3500 parking spots
- The rest of parking area for other (better) use

The end of car ownership?

”Owning a car in15 years will be a lot like owning a horse today. It will be for those that can afford it and take a special interest in cars.”

Tony Seba