The four-step principle
Blekinge, Sweden

Summary
The four-step principle is a major tool. It is a transport planning process aiming at affecting the demand for transport and the choice of transport mode, as well as using existing infrastructure efficiently before making large infrastructure investments.

The four-step principle is an approach to transport planning which involves that the potential improvements are examined through the following four steps.

- Step 1. Think again. Affect the demand for transport and the choice of modes of transport.
- Step 2. Optimize. More efficient utilisation of the existing road network.
- Step 3. Rebuild. Road improvement measures.

Results and Impacts
By using the four-step principle while working with transport projects the result can be positive both on the environment and economical.

In Blekinge the responsible parties for roads and infrastructure develop the process with the four-step principle continuously.

Aims and Objectives of this Sustainable Energy Tool
A basic consideration is that measures outside the road transport system can reduce the demand for road transport, and thus the requirement for measures within the road transport system. As a first step therefore, measures outside the road transport system should be tried. After that, the principle is, to a very large extent, concerned with analyses of measures within the road transport system.
Technical and Financial Implementation

The four-stage principle should be seen as a general approach to analyses of measures for the road transport system and not as a strict model that should be applied at some specific planning stage. The four steps are the following:

- **Step 1. Measures which affect the demand for transport and the choice of modes of transport**
  Covers planning, control, regulation, effect and information bearing on both the transport system and society at large, in order to reduce the demand for transport or transfer transport to less space-requiring, safer or more environmentally friendly means of conveyance.

- **Step 2. Measures that give more efficient utilisation of the existing road network**
  Covers input within control, regulation, effect and information directed towards the various components of the road transport system, in order to use the existing road network more efficiently, more safely and in a more environmentally friendly way.

- **Step 3. Road improvement measures**
  Covers improvement measures and rebuilding of existing segments, for example, traffic safety measures or load-bearing capacity measures.

- **Step 4. New investment and major rebuilding measures**
  Covers rebuilding and new building measures, which often demand new land, for example, new segments of road.

The Partners and Stakeholders

Politicians and civil servants in municipalities and regions together with regional and national road administration.

How this Action could be Replicated

- The fourstep principle is partly financed by the Swedish national road administration.
- It should be implemented within all transport planning processes in municipalities as well as regions.
- The implementation of the principles should by supported by allocating sufficient working time.

Find out more about this and other Sustainable Energy Actions, online at: [www.regions202020.eu/gp](http://www.regions202020.eu/gp)

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Further Information

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