Public transport for Gothenburg region

A broad cooperation of 6 public bodies

- Göteborg stad
- Göteborgsregionen
- Västra Götalandsregionen
- Västtrafik
- Trafikverket (fd Vägverket o Banverket)
K2020 phases and reports

• First ideas of “doubling PT” .................................August 2002
• Analysis of current situation .......................................February 2004
• Alternative structures ..................................................November 2004
• Prel. Long term vision and structure .............................June 2005
• Final Long term vision and structure ............................September 2007
• Long term development draft program .........................September 2008
• Final Development program .......................................Adopted April 2009
• Investment program & congestion charges  Adopted May 2010
• Congestion charges and 1st phase introduced ..........January 2013
Analysis of situation 2003:

- **Low market share** for PT, ~24% - Stockholm, Oslo och Helsingfors, ~40%
- PT trips to CBD dominate
- PT competitiveness weak except for trips to CBD
- Average travel times by PT low compared to private transport
- Limited approachability to workplaces
- Sparse and thinly populated area
- Scattered travel patterns
- Low travel demand for many areas
What if the current trend continues….

Congestion will increase

Weak regional development

Traffic development 1970-2005 passing boarder to Göteborg city

Growth of the functional region

The current trend will not support a sustainable development!
What if the current trend continues....

Congestion will increase
(National Road Admin, 2001)

The current trend will not support a sustainable development!
Sustainable development in the Gothenburg Region

Population growth at least 8000 inh/year

Gothenburg total labour market exceeds 1,5 million inh year 2020.

40 000 new workplaces and 30 000 new residents in Gothenburg city (the core)
K2020 – an attractive public transport system for Göteborg region

Project divided in two phases

Phase 1 – a long term vision and structure
- *Presented June 2007 and adopted September 2007*

Phase 2 – a public transport development program
- *Presented September 2008 and adopted April 2009*
Why is not PT used?

Subjective reasons
• Personal negative attitude
• Wrong perception of travel times
• …

Practical reasons
• Car needed during day
• Luggage
• …

No PT available
• Unrealistic travel time
• No departure when wanted
• …

Källa: Trafikkontoret/Västtrafik, intervjuvundersökning i Göteborg, 2003
Development of trips – current situation and goal for 2025

Trips per day to/from and within the Gothenburg area

2005
- Walk, cycle and motorbike: 0.4 million
- Public transport: 0.5 million
- Private transport: 1.3 million

2025
- Walk, cycle and motorbike: 0.5 million
- Public transport: 0.9-1.0 million
- Private transport: 1.3-1.5 million
Making travel by public transport attractive!

The five strategies in short

<table>
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<tr>
<th>Link areas</th>
<th>High travel speed</th>
<th>High frequency</th>
<th>Develop the nodes</th>
<th>Guarantee quality &amp; service</th>
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- **From a radial to a network structure**
- **PT priority and separate lanes**
- **More frequent service along main corridors**
- **PT becomes part of the city development**
- **Customer satisfaction**
Adapt services to customer needs

The system will be developed with six levels

- KomBort (go away)
- KomLångt (go far)
- KomFort (go fast)
- KomOfta (go frequent)
- KomNära (go close)
- KomTill (go to)

Making travel by public transport attractive!
Land use development and attractive public transport – the base for sustainable development
Priority and separate areas for PT

- Guarantee short travel times and high reliability
- Direct and attractive route alignment
High frequency along main corridors

- Dense development along PT corridors
- Short waiting times
- Increased accessibility
Develop the nodes

- Develop areas with attractive PT
- Attractive destinations should be served by high class public transport
- Accessibility important also for private transport and non-motorised trips
1 million trips by 2025!

- Incentives and means of control
- Current public transport trips
- Improved public transport system
- Trend by more inhabitants and increased functional area
KomLångt

The system for regional PT by regional railway in five corridors linked through Göteborg via Västlänken - the proposed railway tunnel under Göteborg
KomFort

PT with high speed and frequency – connecting the region by commuter train and bus (BRT)

"Göteborg gateways"
- Mölndal C
- Gamlestaden
- Hjalmar Brantingspl.
- Frölunda Torg/Radiomotet
KomOfta

High frequency service by tram and bus in the inner part of the region
Structure central area

Main structure

Kringen (LR Circle)
LR Circle + Opera Link
Greater Circle
Future links
Buses
Increased accessibility

Area reached within 40 min traveltime door to door
Increased accessibility

Frölunda Torg

Current

K2020

Area reached within 40 min traveltime door to door
Approachability to job opportunities

![Graph showing the share of all job opportunities compared to traveltime (min)]
The public transport development program

- Strategies and guidelines
- Principal solutions and route network
- Infrastructure investments
- Incentives
- Marketing
- Finance
- Organisation

Knowledge
Attitudes
PT system design
PT system performance
Route network design

KomFort

Proposed route network 2025
KomOfta

High frequency service by tram and bus in the inner part of the region

Proposed tram route network 2025
KomOfta

High frequency service by tram and bus in the inner part of the region
Interchanges and public transport nodes

Attractive nodes – part of the city development

Guidelines for planning and design of interchanges
Interchanges and public transport nodes
Interchanges and public transport nodes

Illustration of a possible design of Sörredsmotet

III. Vägverket/Abako
Interchanges and public transport nodes

Illustration of a possible development of Marklandsgatan
Attractive P+R

Strategies and guidelines for development of P+R
Strategies and guidelines for development of P+R
Illustration of a possible design of Hede station
Development of Göteborg city centre – for pedestrians!

• **Limit** vehicle traffic
• Tram and bus in city centre **adjusted to the pedestrian** area
• Tram- and bus-links passing **outside** city centre
City centre Route network structure—Tram
City centre Route network structure—KomFort -bus
Illustration of a possible design of Avenyn bus and tram stop area

All traffic at ground level
Illustration of a possible design of Avenyn - bus and tram stop area

Private car in tunnel under the stop area
Illustration of a possible design of Korsvägen – bus, tram and railway station

Bus, tram and private cars at ground level and pedestrians underground.
Illustration of a possible design of Korsvägen – bus, tram and railway station

Bus, tram and pedestrians at ground level and private cars underground
Illustration of a possible design of Haga – bus, tram and railway station
The goal of 40% PT market share will not be reached without incentives.
Incentives needed to reach the goals set up.....

Incentives

– for example

1. Road tolls and congestion charges
2. Parking policies
3. Transport plans and travel policies for companies
4. Changes in tax deduction laws
Longer term perspective

New investments to improve the PT–system and develop the region

- Extended tramline Linnéplatsen – Masthuggstorget
- Extended tramline Ullevi - Gullbergsvass – Ringön – Frihamnen
- New links connecting western part of Göteborg
- Increased railway capacity
- New alignment of Bohusbanan connecting northwest Göteborg and Kungälv
- Tramlines to Torslanda and Askim – reserv for long term development
Ullevi- Gullbergsqväst
Final conclusions 2009 … critical things

- Priority for public transport – separate lanes and dedicated busways necessary
- Development of CBD area with new PT links
- New river crossings essential
- Developed commuter rail system
Final conclusions 2009… critical things

• Integrated development – PT part of city-development
• Policies promoting PT
• Political will and support from the public
• Finance…. → Congestion charges
What happens now?

*Implementation has started....*
What happens now?

Implementation has started…..

• First step until Jan 2013
  – Improved rail and bus services
  – Investments in separate lanes for PT
  – Investments in transfer points
  – New parking policy
  – Introduction of congestion charges Jan 2013
The K2020 story will continue…….