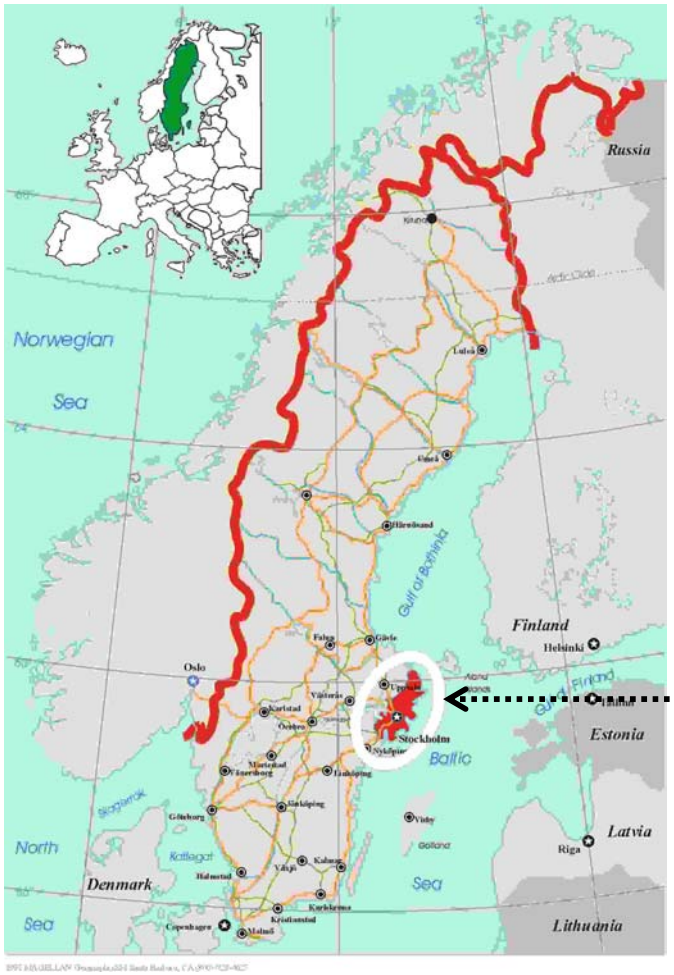
SL

The County of Stockholm

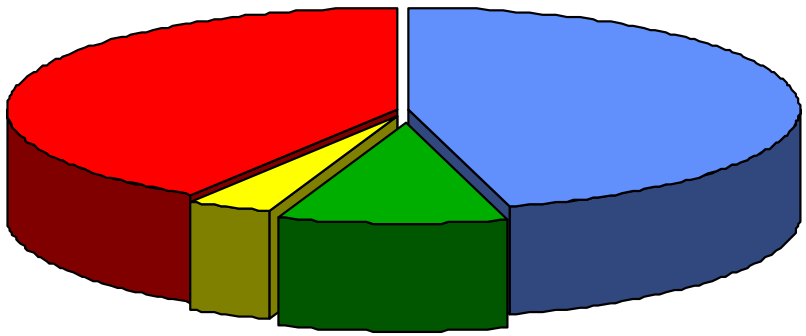


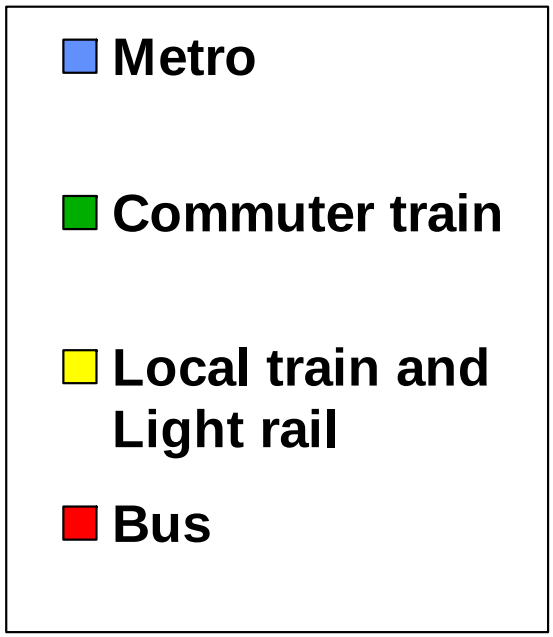
26 local authorities

1.8 million citizens

20 % of the Swedish population lives in the County of Stockholm

2.3 million SL trips in an ordinary day of the week





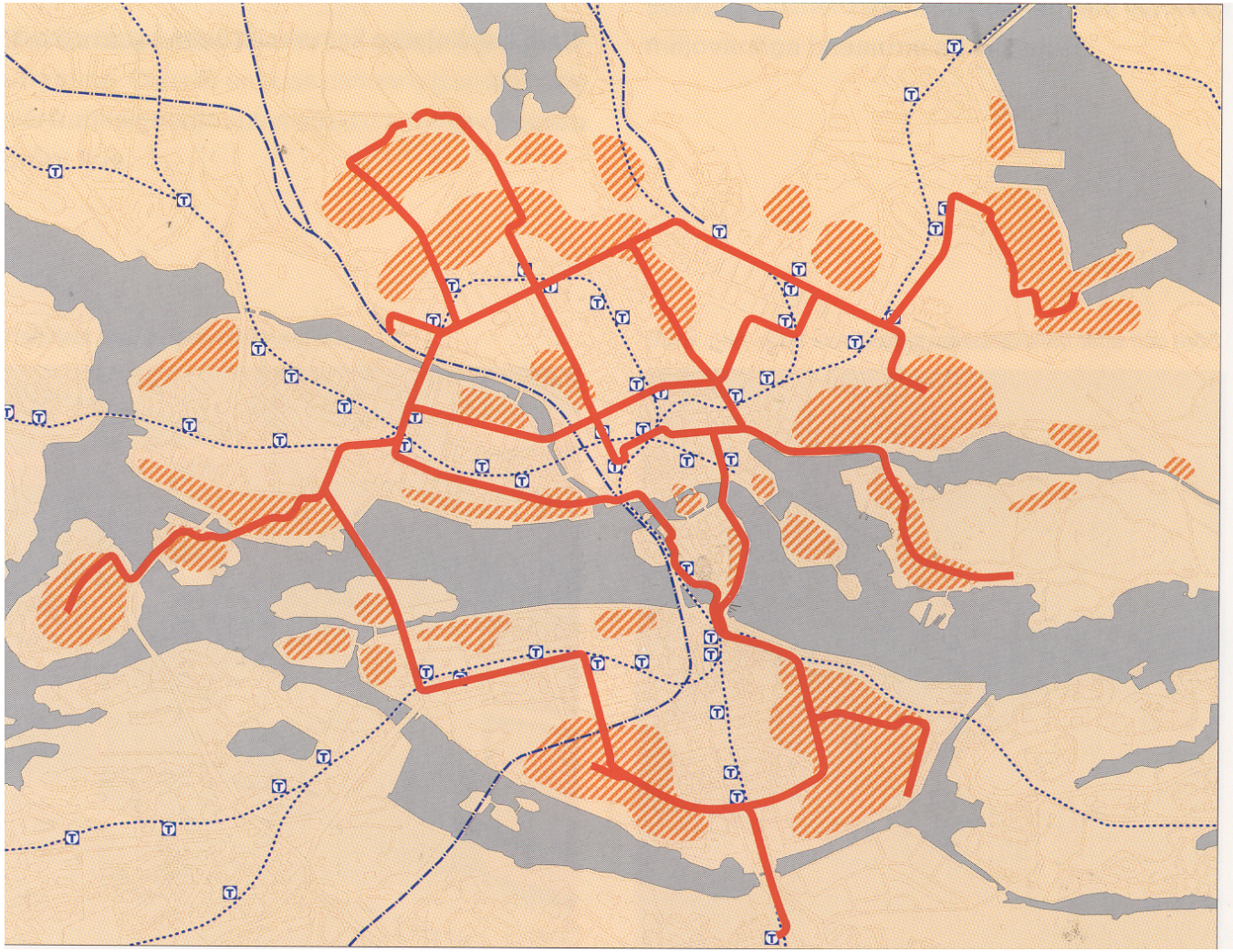
Trunk Network for buses in central Stockholm

Trunk net

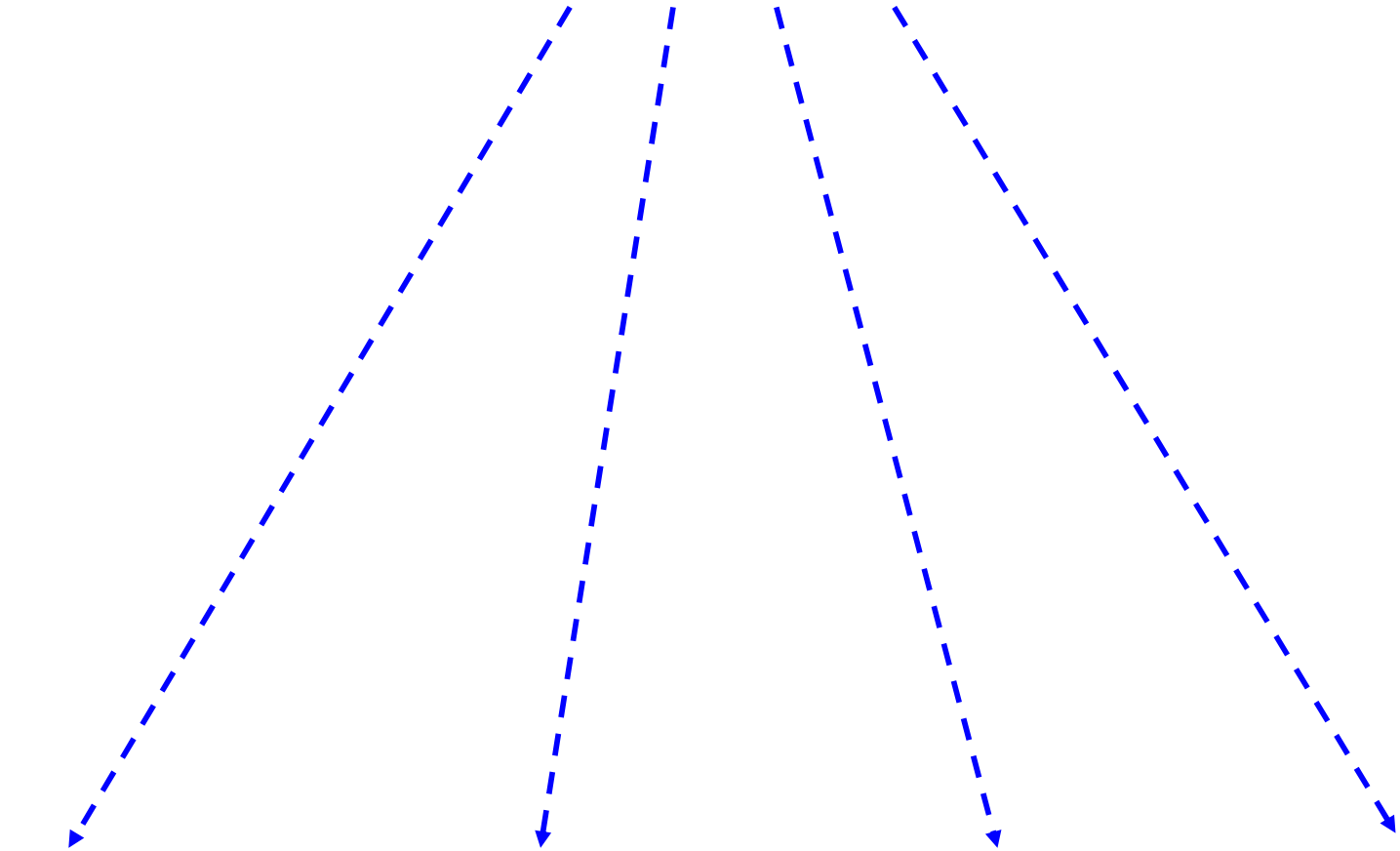
Objectives.

- Concentrate on a few lines with high frequency of service.
- Make it easy to find the Trunknet.
- Improve speed from 13 to 18 km/h (incl. bus stop time).
- Comfortable ride for the passengers.

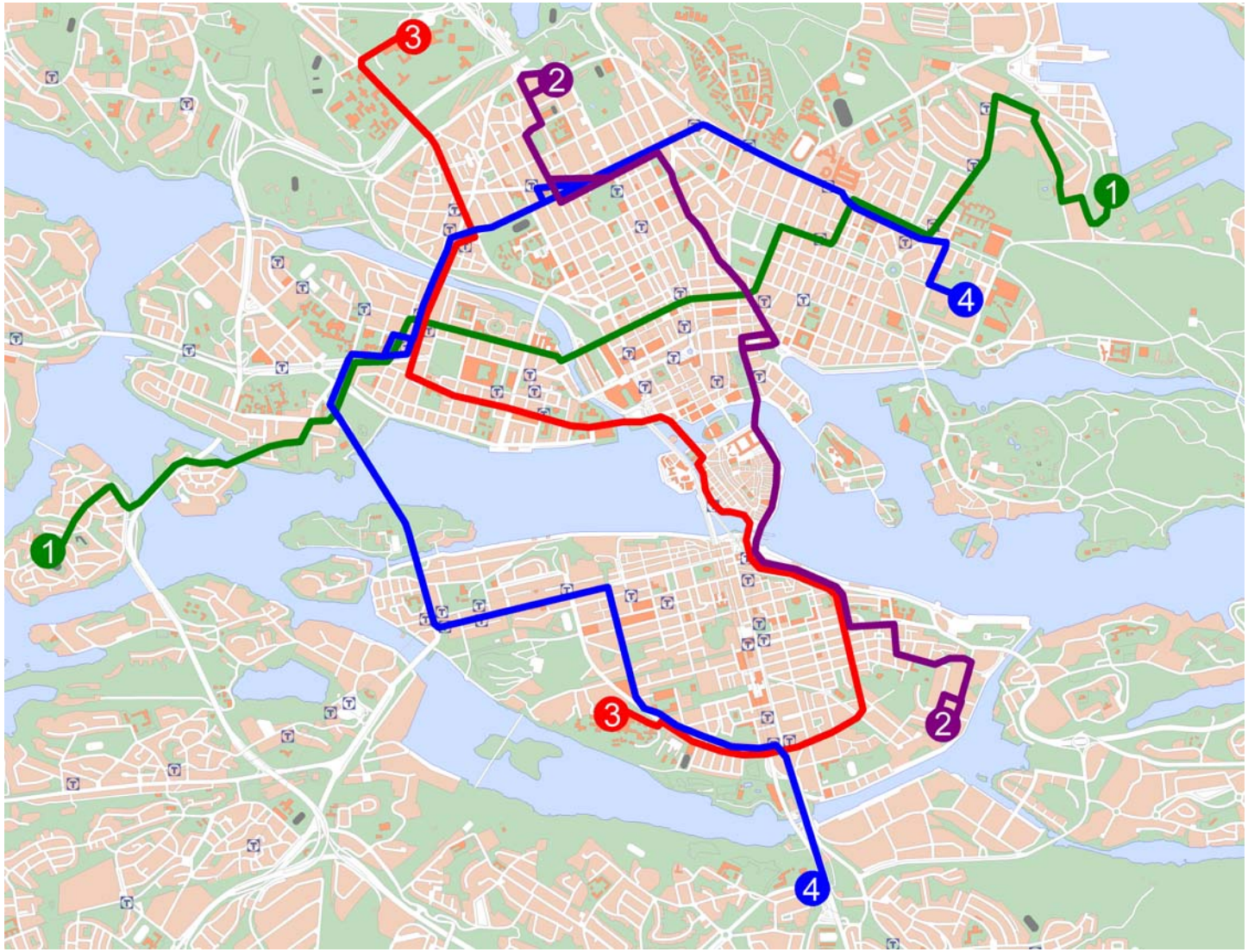
The Net is a complement to the subway



Trunknet project



The net

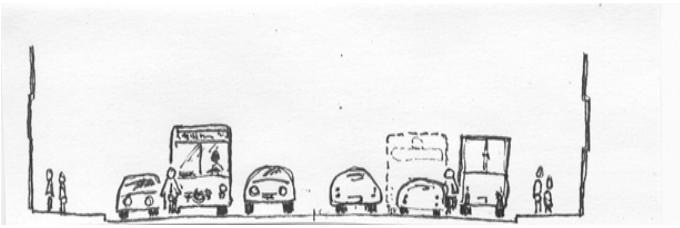


Bus

- **Best possible environment bus, ethanol (line 1, 3 4), bio gas (line 2).**
- **Articulated busses, 18m long**
- **Low floor bus**
- **Blue painted to increase clarity**
- **Easy remembered, one-digit route numbers**

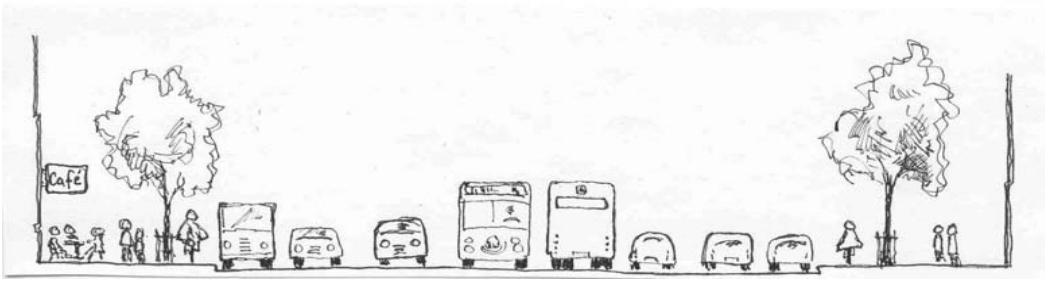
Measures in the street

Buslanes



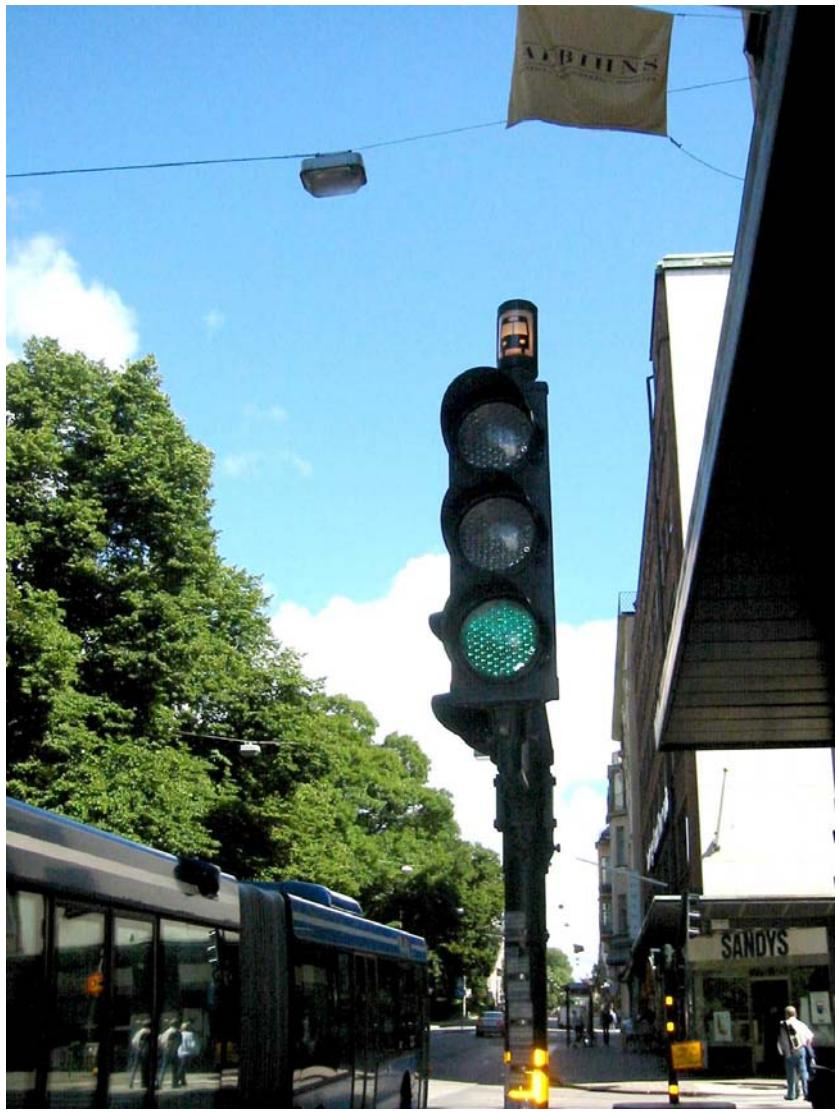
An average street in Stockholm innertown is about 20m wide

A street with two buslanes would have to be about 40m.



…. So there is a battle of the streets going on ……

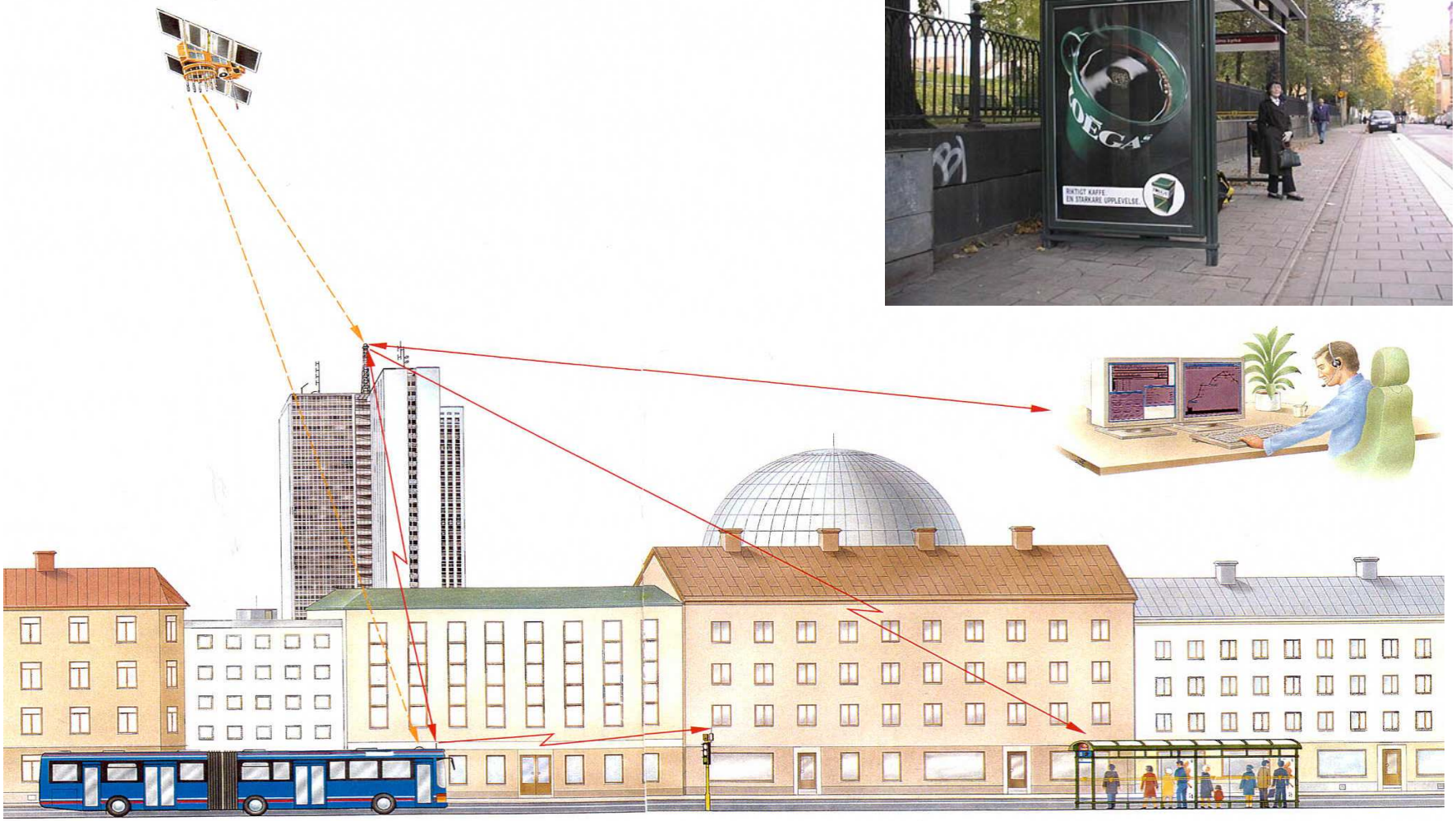
Bus priority in traffic signals



Bus stops

- **The bus can draw up at the kerb without having to make awkward manoeuvres.**
- **Waiting passengers have plenty of room.**
- **Motorist will not so easily park at the bus stop and obstruct the bus.**
- **There will be room enough for a rain shelter.**
- **Passengers will have an easier alighting since the bus doesn't have to make a turn in to the kerbstone.**

Informationsystem



Result, number of passengers entrance/day.

Bus Line nr	Before start (red bus)	Trunknet bus (blue bus)
1	26.700 (1995)	33.400 (2004)
2	24.400 (2002)	23.700 (2004)
3	28.500 (1995)	32.300 (2004)
4	35.400 (1995)	56.900 (2004)

Reactions, Investigation

Questions, *what Do You think about the:*	Satisfied %	Not satisfied %
The automatic sign which shows next stop in the bus	**93**	**2**
The automatic speech of next bus-stop	**90**	**4**
The bus in general	**88**	**2**
Easy to find the bus-stops	**87**	**1**
The frequency	**86**	**5**
Articulated bus instead of the usual one	**85**	**6**
The automatic signs at the bus-stop	**79**	**11**
The comfort	**75**	**11**
The accessibility	**65**	**9**
Was there a seat free for You	**39**	**19**

Results, Clarity and understandable

The red colour in the pavement at the bus stops, the blue colour of the Trunknet-buses and the simple route-numbers were measures that contributed to better clarity. The information system at the bus stops also made the Trunknet easier to find and understand.

Comparison to the objektives

Accessibility	**The target was not achieved**
Comfort and quality	**The target was achieved**
Clarity and understandable	**The target was achieved**

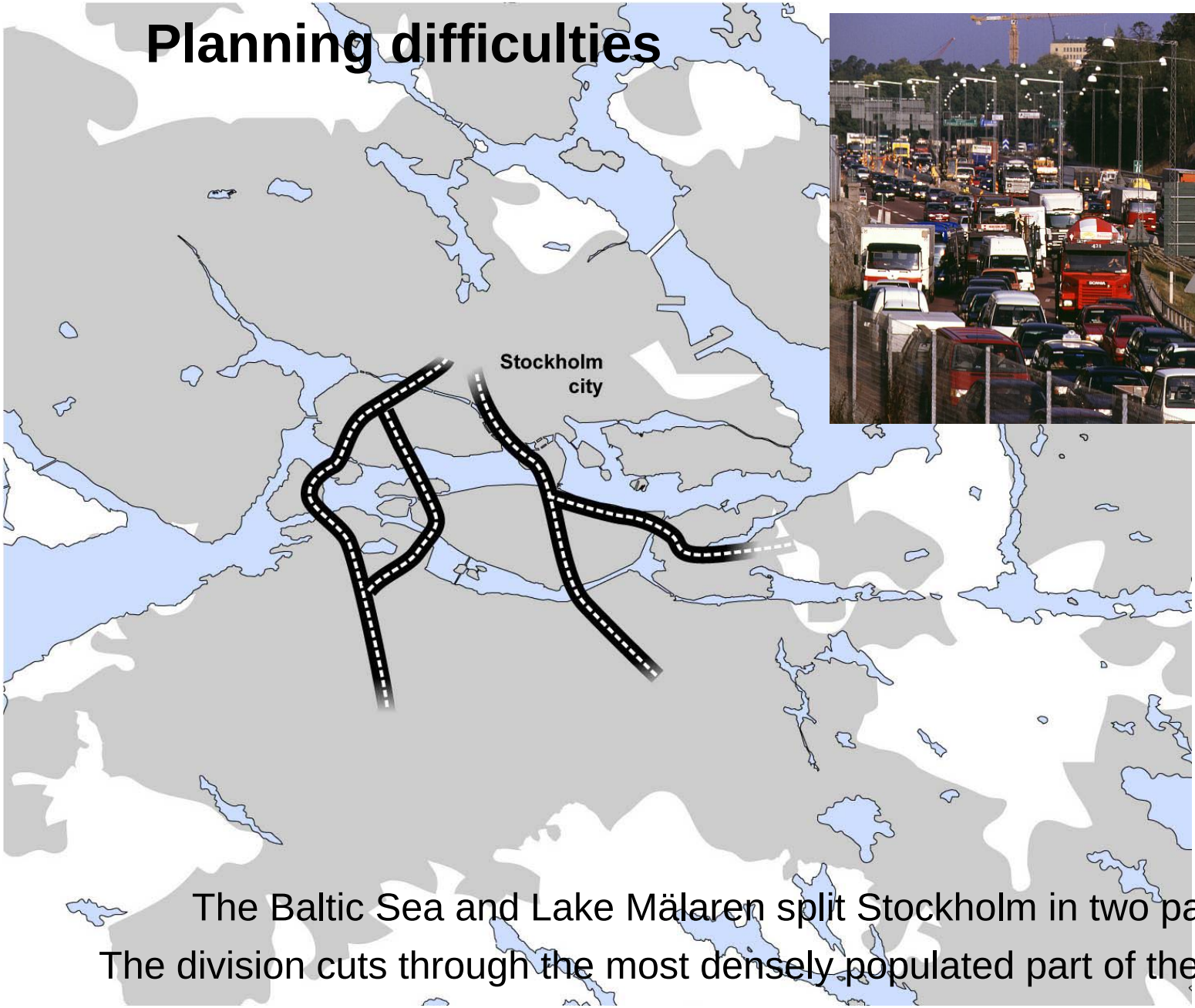
How to reach a good accessibility?

Beside the measures, buslanes, buspriority and other means……. there is a demand for a limitation of cars.

The Stockholm trial 3 jan – 31 july 2006

Referendum in september

Planning difficulties



The Baltic Sea and Lake Mälaren split Stockholm in two parts.
The division cuts through the most densely populated part of the country

A lot of political disagreements and discussions

•58 % of the travels is made by public transport

•300.000 travels is made by car over the congestion charging zone limit during charging hours.

Aims of the trial

Reduce traffic by 10-15% on the main roads

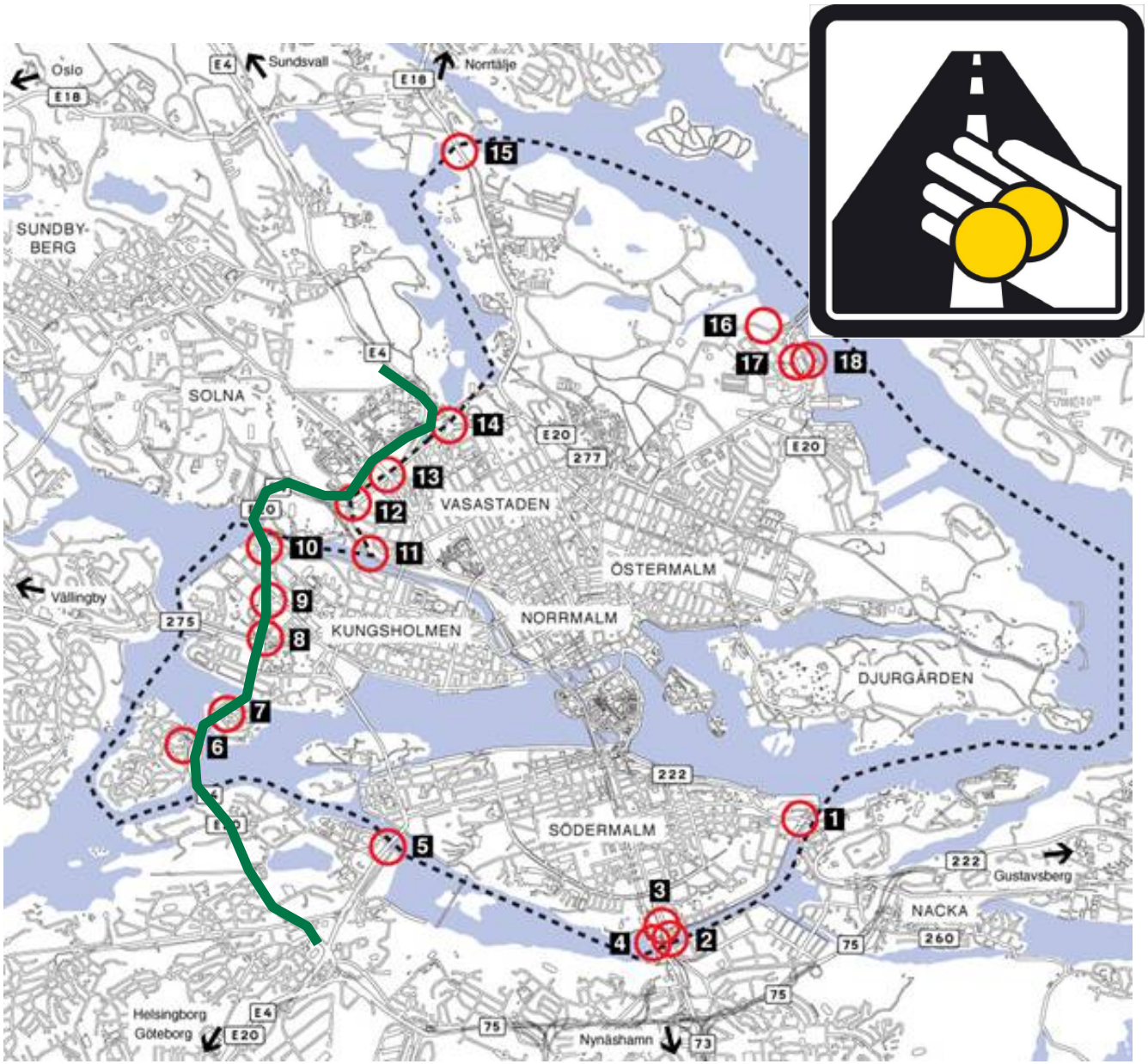
Increase average speeds on streets and roads

Reduce emissions of hazardous pollutants and carbon dioxide

Inhabitants should feel that the city environment has improved

More resources to public transport

- A charge is made when entering/exiting the centre of Stockholm
- 18 control points
- Essingeleden (green line) is not included in the trial



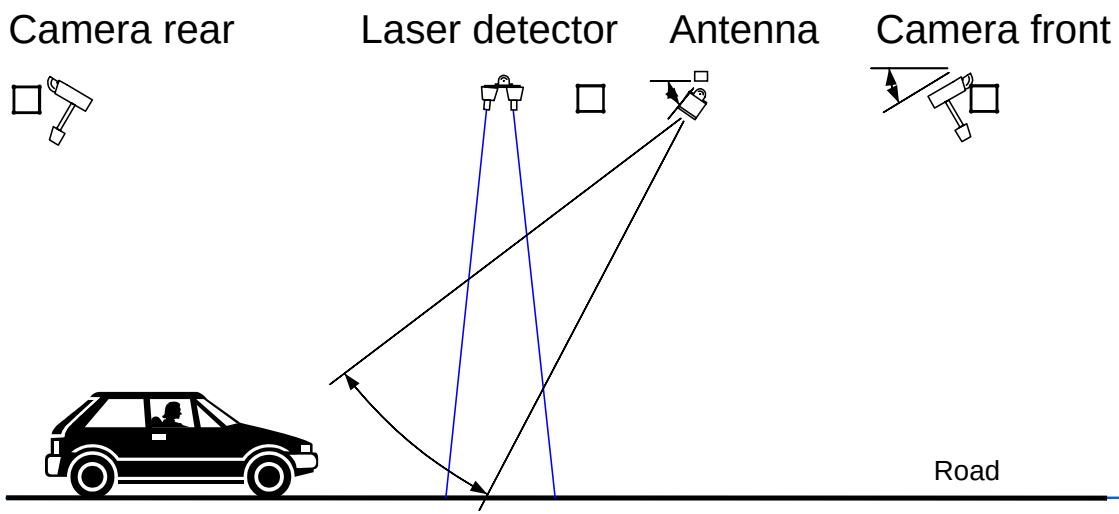
Control points: No barriers, no stopping, no roadside payments

Automated identification

- Photographs of licence plates from front and rear

- OBU:s (small electronic box in the car)

The OBU is unique for each vehicle



Betalstation
10 Kr
E4 E20
HELSINGBORG
GÖTEBORG
E4 E20
SUNDSVALL
SOLNA
275 V
UTF 569

Payment must be received for congestion tax within *five days* after the passage

Payment methods:

Autogiro linked to the OBU

Manual payment

- –7-eleven / Pressbyrån
- –Bank giro
- – Swedish Cashier Service

Internet

- –Online bank

Charges

- No congestion charges on evenings, nights and weekends
- Maximum charge SEK 60 per day and vehicle
- (10 SEK ~ 1 €)

Time	Charge SEK
6.30-6.59	10
7.00-7.29	15
7.30-8.29	20
8.30-8.59	15
9.00-15.29	10
15.30-15.59	15
16.00-17.29	20
17.30-17.59	15
18.00-18.29	10
18.30-06.29	0

Vehicles exempt from charges

Emergency services

Buses

Diplomatic cars

Taxis

Motorcycles

Vehicles registered abroad

Military vehicles

Special Transportation cars(application required)

“Eco-cars” – run entirely or partially on electricity, alcohol or gas other than LPG

Cars that have had an exemption application by holders of disabled parking permits approved

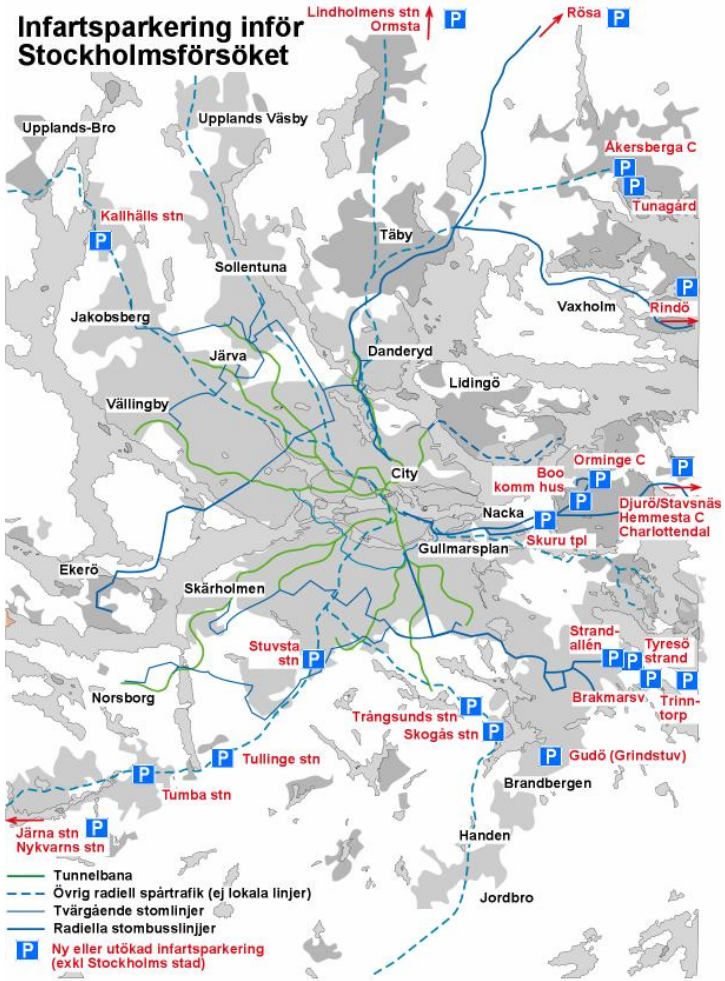
Public Transport

- **100.000 new seats**

- 16 new express buslines
- 18 buslines with extended service
- Improvements of rail-bound lines

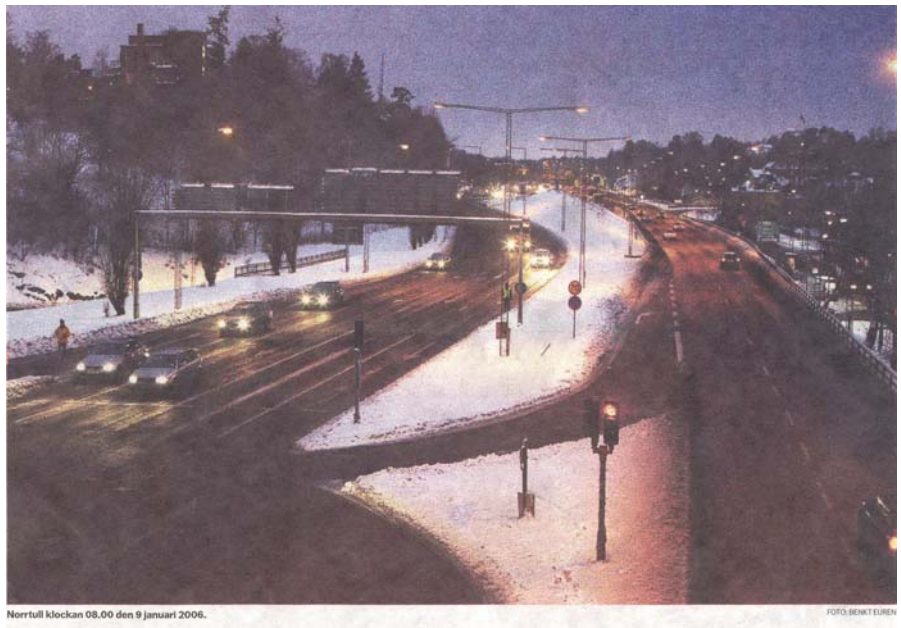
1500 new parking places

Free parking for travellers with Public Transport



Preliminary results

22 dec



9 jan

Preliminary results

- **Traffic flow has decreased about 20 - 25 % inside the zone.**
- **12.000 more travellers with public transport**
- **20.000 more sold monthly tickets**

So far it´s a success.

We are currently following the development.

www.stockholmsforsoket.se