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**K2020 – A Long-term Strategy for Public Transport in the Göteborg Region**

The K2020 project includes a review of the public transport system in Göteborg region, in co-operation with Göteborgsregionens kommunalförbund GR (Association of Local Authorities), the City of Göteborg, Västtrafik (Public Transport Authority), Vägverket (National Road Administration), Banverket (National Rail Administration) and Västra Götalandsregionen (the Province of Västra Götaland).

The system will be developed with six levels:

- **KomBort** (come away) – long distance travel.
- **KomLångt** (come far) – the regional public transport connecting West Sweden.
- **KomFort** (come fast) – the fast system connecting different nodes of Göteborg Region with fast and high frequency public transport.
- **KomOfra** (come often) – The main system in the central part of Göteborg Region with a high frequency bus and tram system.
- **KomNära** (come close) – the local distribution system and local routes, with short walking distances to stops and connections to the rest of the network.
- **KomTill** (come to) – connecting to the public transport system. Walking to and from stops, multi-modal solutions with park and ride, bike and ride and local feeder taxi systems, all supporting the use of public transport.

# K2020

Framtidens kollektivtrafik i Göteborgsområdet

## A Long-term Strategy for Public Transport in the Göteborg Region

For more information see [www.K2020.se](http://www.K2020.se)

# Long-term Strategies for the Public Transport System

The long term vision of Göteborg Region as an attractive, sustainable and growing region recognises that a functioning public transport system is essential in achieving overall development goals. A substantial shift to public transport is required. The share of regional and local trips made by public transport needs to increase and the aim is to have 1 million public transport trips per day by 2025 (Up from 450 000 public transport trips per day in 2005).

## Five strategies have been established as a platform for development

### 1. Link areas

Public transport will change from the current radial structure to a network structure, with links offering fast and reliable connections between different areas of Göteborg Region. These links will connect the major nodes of the system from which local distribution routes span out.

### 2. Faster Journey Times

Faster journey times requires that public transport is given priority. Separate lanes or busways will involve new investment along defined public transport corridors. Further investment will be needed to ensure a reliable and punctual public transport system. To achieve this a system where the different parts support each other is essential.

### 3. Greater frequency

More frequent services must be established along the main public transport corridors. A system with short intervals between departures will replace a system with fixed timetables for many routes and offer easy and attractive connections between main nodes, without waiting.

### 4. Developing the nodes

All interchanges should be attractive. The system's major nodes will be attractive points for city development with new business, housing and local services. The development of these interchanges should also support multi-modal travelling.

### 5. Guaranteeing high levels of quality and service

Even the best planned public transport network can fail if a certain level of quality and service can not be guaranteed. Public transport must be reliable, safe and secure. Transfers must be reliable and the system must be easy to understand. Information systems are essential, especially when something unforeseen happens. All this requires high levels of infrastructure accessibility, priority measures, organisation and management systems all supporting a high quality public transport standard.



*The five strategies in short.*

