Traffic in Gothenburg

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Gothenburg – an evolving city of the future

533,300 residents – 23% born outside of Sweden

1,1 million residents in the Gothenburg labour market region today

+10,000 residents in the Gothenburg labour market region today

1,75 million residents in the Gothenburg labour market region 2030
Gothenburg’s labour market region – potential

NO CSA
~1,5 million Residents 2000

1,1 million residents 2010

NO CSA
1,75 million residents including Borås, Trollhättan och Uddevalla 2030
A close city – in the middle of Scandinavia

The 8 million city

The Götaland line
(Gothenburg – Stockholm)
Gothenburg is growing – but the aim is to shorten distances

- New roads, bridges, cycle paths and expanded public transport will make it easier to get around in the city, both for private individuals and the business sector.

- Better public transport and new hubs will make it easy for local people to travel in a sustainable way – within the city, in the wider region and to the world beyond.

We will continue to grow – but not at the expense of the environment.
## Modal split in Gothenburg

<table>
<thead>
<tr>
<th>Travel mode</th>
<th>2014</th>
<th>2013</th>
<th>2012</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>41%</td>
<td>41%</td>
<td>44%</td>
<td>44%</td>
</tr>
<tr>
<td>PT</td>
<td>28%</td>
<td>28%</td>
<td>26%</td>
<td>26%</td>
</tr>
<tr>
<td>Biking</td>
<td>7%</td>
<td>7%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Walking</td>
<td>24%</td>
<td>24%</td>
<td>25%</td>
<td>25%</td>
</tr>
</tbody>
</table>
Target modal split by 2035

Travel Future Modal Split

- Travel 2011
- Effect targets 2035
The West Swedish Agreement
Climate change challenges
Infrastructure with a risk of flooding

- Rail: 370 miles
- Road: 450 miles
- Tramway: 120 miles
- In total: 940 miles
Together we are developing a close city!

A SUSTAINABLE CITY – OPEN TO THE WORLD
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From large town – to green and close city where nothing’s far away

A growing city

• Vision River City
• Traffic Strategy
• Green Strategy
• Expansion Planning

Jointly indicate the direction Gothenburg will develop in up to 2035.

Proceeds on the Comprehensive Plan for Gothenburg.
Gothenburg is growing – but the aim is to shorten distances

New residents are being born and many are migrating here from local areas and other countries. More companies want to set up business here, more tourists want to visit.

The aim is to shorten distances, both between places and people. The city will be brought closer together – both physically and socially. The city will be more compact with new homes, workplaces and meeting-places.

A sustainable city – open to the world
City strategies

Transport policy objectives
- Gothenburg Region Association of Local Authorities (GR) Sustainable growth
- The River City Vision
- K2020
- Regional transport provision programme for VGR
- Other policy documents

Comprehensive plan

Local environmental quality objectives

Transport strategy
- Road safety programme
- Cycle programme
- Xx plan
- Xx programme

Development Planning Strategy

Green strategy

CITY DEVELOPMENT
Drive Me
SELF-DRIVING CARS FOR SUSTAINABLE MOBILITY
DriveMe project

- The world’s first large scale project for self-driving cars
- Project started in 2014
- Self-driving cars on public roads in 2017
- 100 customer cars
- 50 km highways, max speed 70 kph
- Automatic parking in 2015
The bus adapts to the city/environment based upon its position using a GPS.

- From diesel on the motorway or major arteries to quite and clean electric mode within the city or densely populated areas.
- We can even limit speed or drive mode dependant upon time of day.

- Better usage of shared spaces
- Better air quality
- Less noise pollution
- Better safety
Incident Warning System
– making the bus safer!
Utveckling av persontrafiken i Göteborg

Skattningar av antal personresor inom och till/från Göteborg. Medelantal resor under vardagar.

Diagrammet avser årsmedelvärden. Från 2001 används en ny metod vilket innebär svårighet att göra jämförelser med tidigare år.
Cykeltrafik över året

Antal/dygn

Vecka 1 4 8 12 16 20 24 28 32 36 40 44 48 53

Skeppsbron, nedre
Ullevig.
Göta Älvbron
Guldhedsg.
Lundby Hamng.
Biltrafikutveckling i de fasta snitten.

- Kommungränsnittet: 2,2%
- 28 Fasta punkter: 2,4%
- Götaälvsnittet: 1,2%
- Centrala stadssnittet: -1,8%
- Citysnittet: -7,1%
Sårbarhet kommunikation

TK alla linjer
Stilleståndskostnader vägtrafik

City of Gothenburg
Konsekvenser järnväg