Public Transport in Värmland

Combining flexible solutions and regional transferpoints with high capacity service between the cites – the need to experiment and try new solutions

Mattias Landin 2020-02-19
Värmland in Europe
About Värmland

- 281 482 inhabitants

- 17.6 inh/km²
  - 62 inh./km² in Karlstad municipality
  - 3 inh./km² in Torsby municipality

- ≈ 50 % lives in and around Karlstad

- 40 % lives in low density areas
  - 10 % lives in villages upp to 1000 residents
  - 30% lives in villages in less than 200 residents
All stops

251 825 people live within 1500m to busstop or trainstation

89,4 % av total population 2018.
Stops with acceptable service

214,131 people live within 1500m to busstop or trainstation with acceptable service (1 departure/hour or more)

76,1 % total population 2018
Today

- Improve high capacity public transport between the cities
- Low capacity public transport that feed residents to transferpoints in these lanes
- Car parks at these transferpoints
Tomorrow

- High capacity public transport between the cities
- Public transport on demand outside these lanes
- All of Värmland has access to public transport on demand, except if you live near these lanes.
- Car-pooling
- Partnerships with private operators
Case 1: Paving the road for the future (Närtrafik)

- Enables you to travel to the nearest town or transferpoint in public transport
- Smaller vehicles
- Booked in advance
- Coordinated with other means of transport
Case 1: Total cost per year in the 2014 investigation

<table>
<thead>
<tr>
<th>Residents covered</th>
<th>67 555 (24%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trips/year</td>
<td>0.24</td>
</tr>
<tr>
<td>Number of trips booked</td>
<td>32 000</td>
</tr>
<tr>
<td>Number of trips carried out</td>
<td>29 000</td>
</tr>
<tr>
<td>Cost/trip</td>
<td>33 €</td>
</tr>
<tr>
<td>Total cost excl Fare</td>
<td>1000 000 €</td>
</tr>
<tr>
<td>Total cost incl Fare</td>
<td>800 000 €</td>
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</tbody>
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Available 9-11 and 13-15

Number of trips/resident based on experience from Region Västra Götaland

Coordinated with other means of transport
Case 2: Fagerås

Kils kommun
Inhabitants: 442
Population density: 6,14 inh/km2
Stronger Combined

- Interreg North Sea Region
- Total budget: approx. 4 MEUR
- 50% Contribution rate
- All countries in the programme represented

Aims:
- Investigate the usage of combined mobility in a rural setting
- Different platforms for cooperation
- Offering an alternative to private vehicle ownership in sparsely populated areas
User driven development

• Working with an Innovation process:
  • Users are in focus when developing new mobility solutions

• Survey was done
  • Managing the life puzzle has been found to be single largest issue when choosing a transportation mode.

• Regular meetings with local residents’ association
Chilled grocery boxes?
Make empty seats in school busses available?

• Is there demand for these routes at times that are unconventional for commuting? (morning and early evening)
  • Studies show that we have more flexible work hours today.

• How is the bus used when not driving school children? Can we use it differently?
  • ”Tuesday rounds”
Reach of Available school traffic
Challenges

- Financing
- Pilot projects to try new solutions
- What parts of the system should we take responsibility for?
- Cooperation with new partners (Carpools, Bike sharing, village communities, scooters etc.)
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