

Speeding up core bus routes

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- Increasing the quality of bus services
- Reducing congestion
- Improving accessibility to public transport in peripheral districts

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 690699.

Location: Stockholm, Sweden

Organisations involved: [City of Stockholm](#)

What is the solution?

Around 300,000 people travel on the core bus routes of the city of Stockholm every day. This measure aims to reduce journey times and increase punctuality along these routes. This will improve passengers' experiences of using core bus routes and improve connections to other public transport services.

How does it work?

Stockholm is expanding and in spite of a sustainable modal split of almost 80% at peak hours, road congestion will increase unless more people use public transport. The majority of journeys by car start or end in peripheral zones, outside of the inner city. For this reason, the city of Stockholm is working with regional partners to adapt methodologies used to speed up inner city core bus routes - which, if systematically implemented, proved to improve accessibility using minor, low-cost measures - and apply them to core bus routes in peripheral zones.

A project group has been established that includes members from the city of Stockholm and neighbouring municipalities, the public transport authority (SL), Stockholm County Council, and the Swedish Transport Administration. The project group works collaboratively to identify problems that may affect current or future core bus routes. Eleven existing core bus routes have been assessed and this measure, in particular, is contributing to the implementation and evaluation of improvements along two routes: bus lines 178 and 179.

These routes run on west-east axes in the northern suburbs of Stockholm and connect several important commuter rail and metro stations, densely-populated residential areas, business districts and other large workplace areas, including a major hospital. As such, they offer important services to travellers with diverse needs and who may require local transport or intermodal regional transportation. Once improvements have been introduced, the impacts will be monitored and evaluated. This may result in further actions or changes and will provide input to the use of this approach in the remaining nine core bus routes the project group seeks to address.

Expected results

The measure aims to improve punctuality and regularity of core bus routes in peripheral zones, meaning both the bus travel time and waiting time will become more predictable for travellers. In addition, the measure aims to reduce the overall journey time across the whole line, including at bus stops and for waiting periods.

It is hoped that the improvements will result in more passengers choosing to use the core bus routes (both for single journeys and as an entry to intermodal public transport journeys) and promote a modal shift from private cars to public transport. This may result in positive impacts in terms of reduced air or noise pollution, reduced emission of greenhouse gases, and less congestion at key junctions or bottlenecks.

Business model

The measure is funded with €183,000 from CIVITAS ECCENTRIC. City of Stockholm cooperates with neighbouring municipalities, the public transport authority (SL), Stockholm County Council, and the Swedish Transport Administration.



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Find out more

The project website is: www.sll.se/verksamhet/kollektivtrafik/aktuella-projekt/Stombussar/

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