



Public Transport Plan 2020 in brief



Major future challenges

The Public Transport Plan 2020 describes how SL aims to develop public transportation in Stockholm County up to and including 2020. SL is facing a major challenge in satisfying passenger requirements for reliable, affordable and rapid public transport services with high service frequencies and short transfer distances. In addition, the demand for public transportation will grow strongly in the forthcoming years, which will complicate this challenge.

The current congestion in the train and bus networks during peak periods, in addition to the competition with motor transport for space on the highways, necessitates a rapid and committed response. The Public Transport Plan 2020 contains many decisive measures that will help improve public transportation.

The plan includes expansions of rail and trunk bus services for at least SEK 65 billion. With these major invest-

ments, public transportation will almost be able to keep pace with private transport. This is despite the current economic developments that have enabled a successive increase in car ownership and private transport.

The Public Transport Plan 2020 was approved by the SL Board in August 2010.

Good co-operation throughout the county is essential

If travel by private transport continues to grow faster than travel by public transportation, this will result in a slight decline in the SL market share by 2020, at least during peak periods. For public transportation to become more competitive, it will require more decisive action than has been included in the

Public Transport Plan 2020, combined with measures that will slow the rise in private transport.

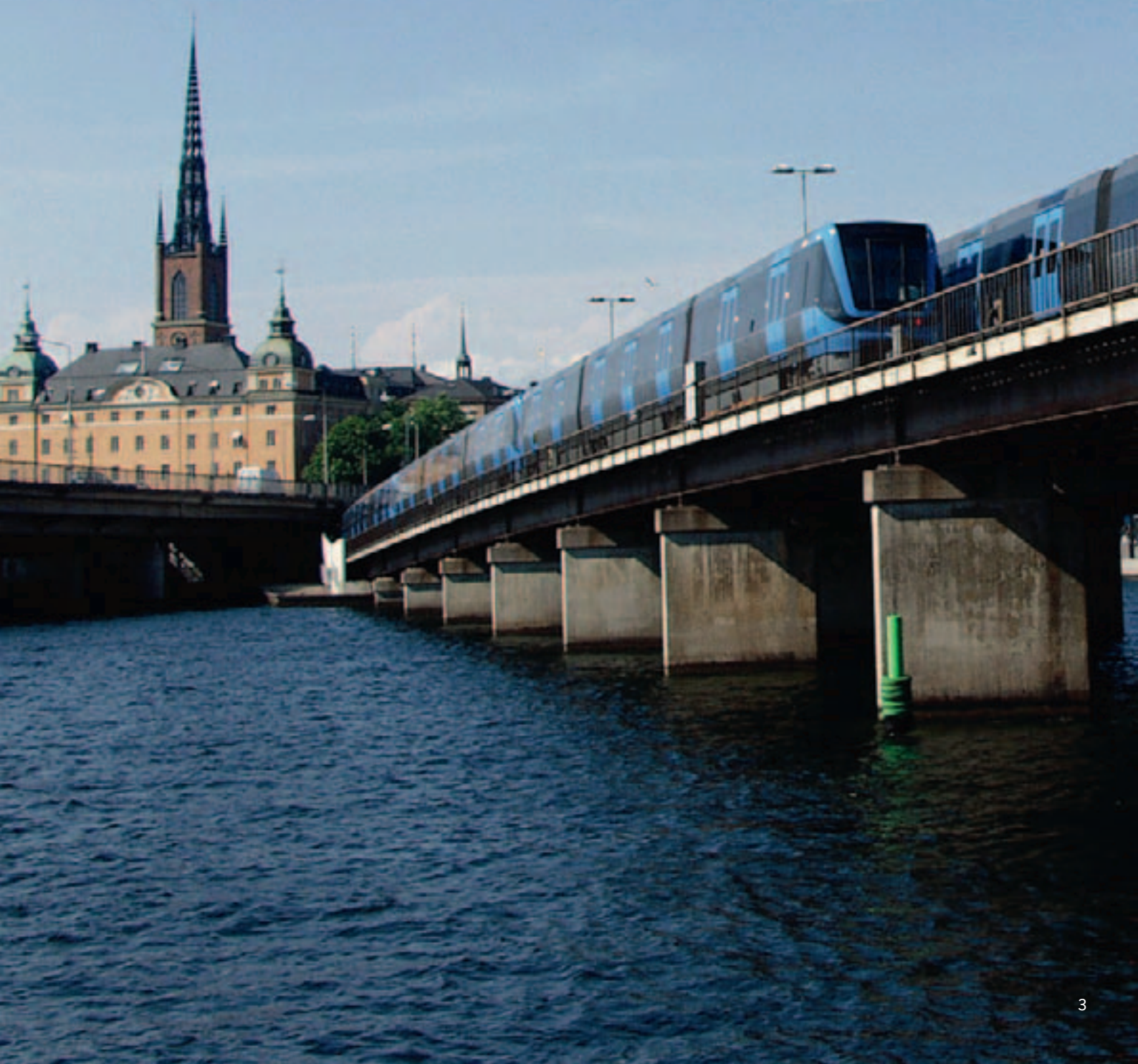
Good co-operation with all stakeholders is essential to enable SL to develop public transportation and increase its appeal. However, for all planned

expansion projects to be realized, financing solutions for each project are also required – a challenge not only for the government, the county council and the municipalities of Stockholm County, but also for other stakeholders and interested parties in the region.



The SL Vision

With public transportation, SL will contribute to Stockholm's position as Europe's most attractive metropolitan region.

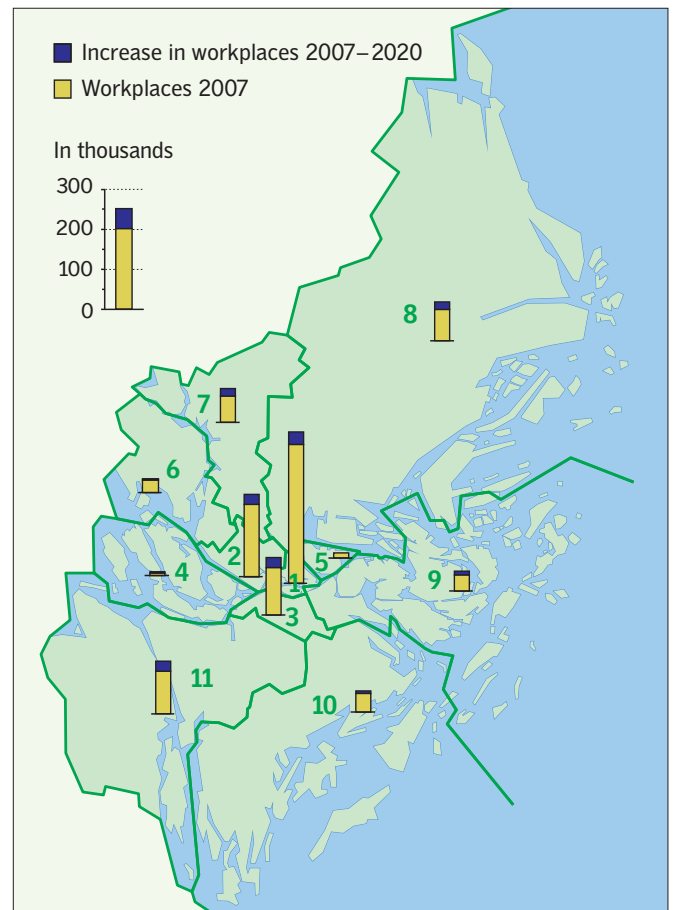
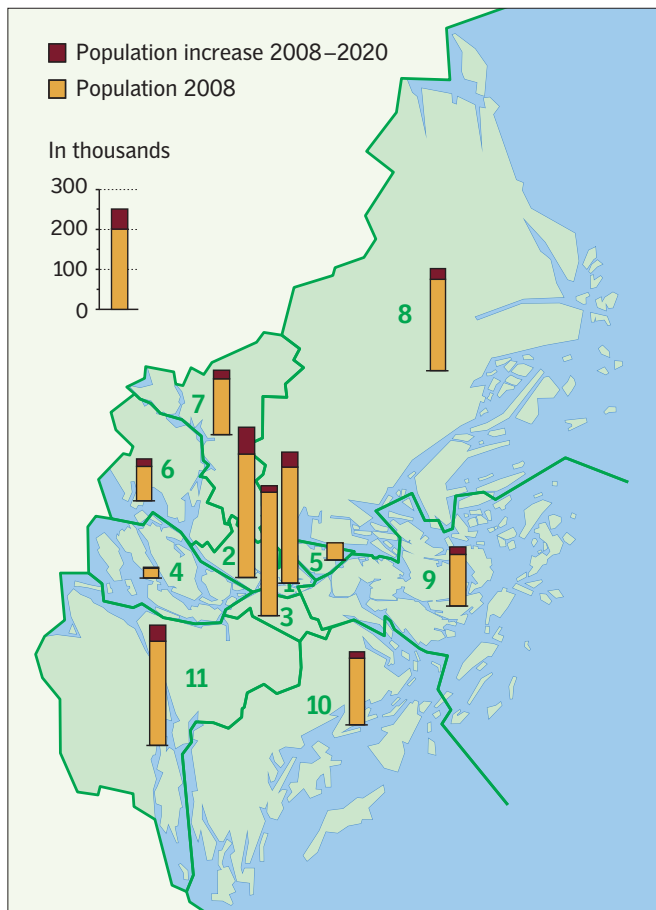


The region is growing...

Stockholm County is still growing rapidly. By 2020 the population is forecast to be increasing at an even faster rate than in recent years and the number of workplaces at a similar rate to today.

The region is expected to grow by an average 22,000 residents and 13,000 workplaces annually according to the Regional Development Plan, RUF 2010.

It is no longer the municipalities in the Northeast and East that are growing the fastest, but Stockholm, Solna, Sundbyberg and the Southwestern part of the county.



Changes in population and workplace per transport district

SL has divided the county into eleven transport districts:

1. Inner City
2. Inner Northwest (Western Suburbs, Solna, Sundbyberg)
3. Southern Suburbs
4. Ekerö
5. Lidingö
6. Outer Northwest (Järfälla, Upplands-Bro)
7. North (Sollentuna, Upplands Väsby, Sigtuna)
8. Northeast (Danderyd, Täby, Vaxholm, Österåker, Vallentuna, Norrtälje)
9. East (Nacka, Värmdö)
10. Southeast (Ö Huddinge, Tyresö, Haninge, Nynäshamn)
11. Southwest (V Huddinge, Botkyrka, Salem, Södertälje, Nykvarn)

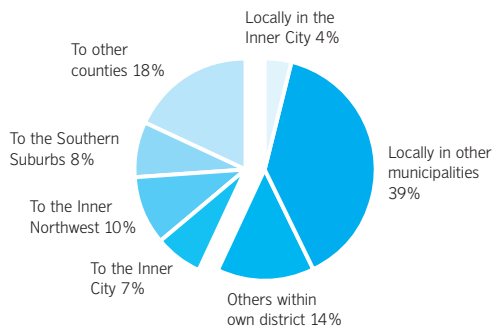
... and travel is increasing rapidly

The expansion projects contained in the Public Transport Plan 2020 will increase the capacity of SL services at approximately the same rate as the population rises. This means an annual increase of about 3,000 journeys a day during the morning peak period, which is the design basis for the transportation system.

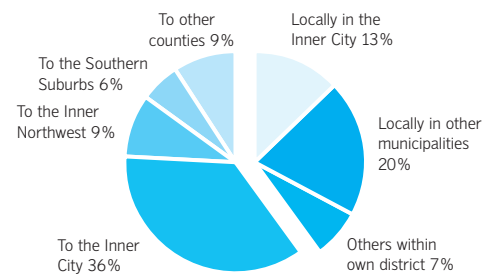
Current travel patterns are expected to continue until 2020. Now, as in 2020, four out of ten SL journeys to the Inner City are made during the morning peak period. A similar proportion of public transport journeys are made within a single transport district, of which a majority – about three out of ten – are made within a municipality. A large proportion of local journeys are made within the Inner City.

Fewer travellers are choosing to drive to the Inner City, but more are driving locally within their own district – nearly six out of ten. In the Inner City, far fewer people travel by car than with SL. Thus the market share for public transportation will remain very high for journeys to, from and within the Inner City.

Inter-district journeys in 2020, private car



Inter-district journeys in 2020, SL



Major expansion projects in the SL network



Two levels of expansion with major investments

The most important documents that concern the expansion of public transportation in Stockholm County are the State plans for the period 2010 – 2021 and the Stockholm Agreement of 2007. In addition to SL's own expansion plans and decisions, they form the basis of Public Transport Plan 2020.

The map shows the impact of the two alternative levels of expansion for 2020 – partly the effect of the projects under the State plans, partly the expansion projects in the Stockholm Agreement.

On the back, there is additional information about when the various projects are scheduled for completion.

The financing and scheduling of some projects is still uncertain. This especially applies to the rail investments under the Stockholm Agreement that are not included in the State plans for 2021. SL must therefore be prepared for delays and changes in expansion planning. For example, it will impact the need for additional bus services – investment will be required where rail services have not been expanded.



The State plans

In spring 2010, the county plan for regional transport infrastructure in Stockholm County 2010 – 2021 and the national transport plan for the same period were approved. In Stockholm County, the county and national plans are the financing instruments for a number of

projects in the Stockholm Agreement. State co-financing of SL projects covers about half the investment costs.

The Stockholm Agreement

In November 2006, the government decided to appoint a special negotiator for Stockholm's infrastructure. Negotiations

resulted in an agreement on priorities and proposals for financing of investments in roads, railways and public transportation in Stockholm County. The agreement was presented in December 2007.

Major investment projects under the State plans

By 2020, the pressure on rail networks into and out of central Stockholm will have increased still further. Yet general congestion on rail services will be reduced as a result of the many infrastructure developments and service improvements.

By 2020, the expansion projects under the State plans will be more or less complete and several of the largest investments in the Stockholm Agreement will also be ready:

- The Citybanan rail link.
- Increased line capacity with double tracks in Södertälje and on the Nynäsbanan commuter line as well as quadruple tracks on parts of the Mälärbanan railway.

- New commuter rail station in Vega.
- Refurbishment of the Saltsjöbanan railway and the Lidingöbanan tramway.
- New bus terminal at Slussen.
- Extension of the Tvärbanan orbital tramway to Solna and Sollentuna via Kista, as well as to Slussen with a connection to the Saltsjöbanan railway.
- Spårväg South tramway between Flemingsberg and Skärholmen (first stage).

In addition to the State plans, SL has decided to upgrade the Metro Red line with a new signalling system and greater service frequency, and to extend the Spårväg City tramway.

The development of the Citybanan rail link and the quadruple track expansion on parts of the Mälärbanan railway mean that commuter rail services to the Inner City can be condensed during morning peak periods on the Södertälje, Märsta and Västerhaninge lines. This will greatly reduce congestion on the commuter rail network. However, Citybanan's full capacity cannot yet be fully exploited.

The Stockholm Agreement includes a Metro extension to new Karolinska. SL has brought several alternative rail solutions up for discussion, and these are currently under investigation.

Maximized rail services under the Stockholm Agreement

The expansion plans under the Stockholm Agreement include a number of projects that have not received financing in the State plans. Expansion under the Stockholm Agreement means that additional capacity in the commuter rail network can be fully exploited. A higher service frequency to Stockholm City can then be implemented on all commuter rail lines, and direct bus services will no longer be needed to relieve rail capacity.

Under the Stockholm Agreement, the Tvärbanan orbital tramway will be extended all the way to Universitetet. The line will be appealing and feature 5-minute services on branches to Solna and Kista, and a 10-minute service to Universitetet.

The Spårvägen South tramway will also be completed along its entire route between Flemingsberg and Älvsjö via Kungens kurva and Skärholmen.

The Stockholm Agreement includes a Metro extension to new Karolinska. SL has brought several alternative rail solutions up for discussion, and these are currently under investigation.







New Slussen terminal and enhanced accessibility for bus services

Even if all the planned rail expansions have been implemented by 2020, the majority of the county and its public transport requirements will still be serviced with buses. This particularly applies in Norrtälje, Vaxholm, parts of Nacka, Värmdö, Tyresö and Ekerö. Thus it is essential to improve the standard of bus services in partnership with the Transport Administration and the municipalities of Stockholm County.

A consistent commitment to improving accessibility for bus services will increase their attractiveness both

through shorter journey times and better on-time performance. Accessibility must be improved primarily on the approach roads to Stockholm and on certain stretches of road where average speeds are currently low and where congestion is expected to increase by 2020.

Stockholm City Council's plans for New Slussen include a new bus terminal for services to Nacka/Värmdö. SL's plans include an extension of the trunk bus route between Sollentuna and Täby C by 2014.

Bus Rapid Transit, BRT, is a transport system in which bus accessibility is highly prioritized. It involves improving infrastructure and technical facilities to allow buses the right-of-way over other traffic. BRT can sometimes provide a cost-effective alternative to rail services or a first step to rail services. Several trunk bus service providers are interested in converting to BRT routes.



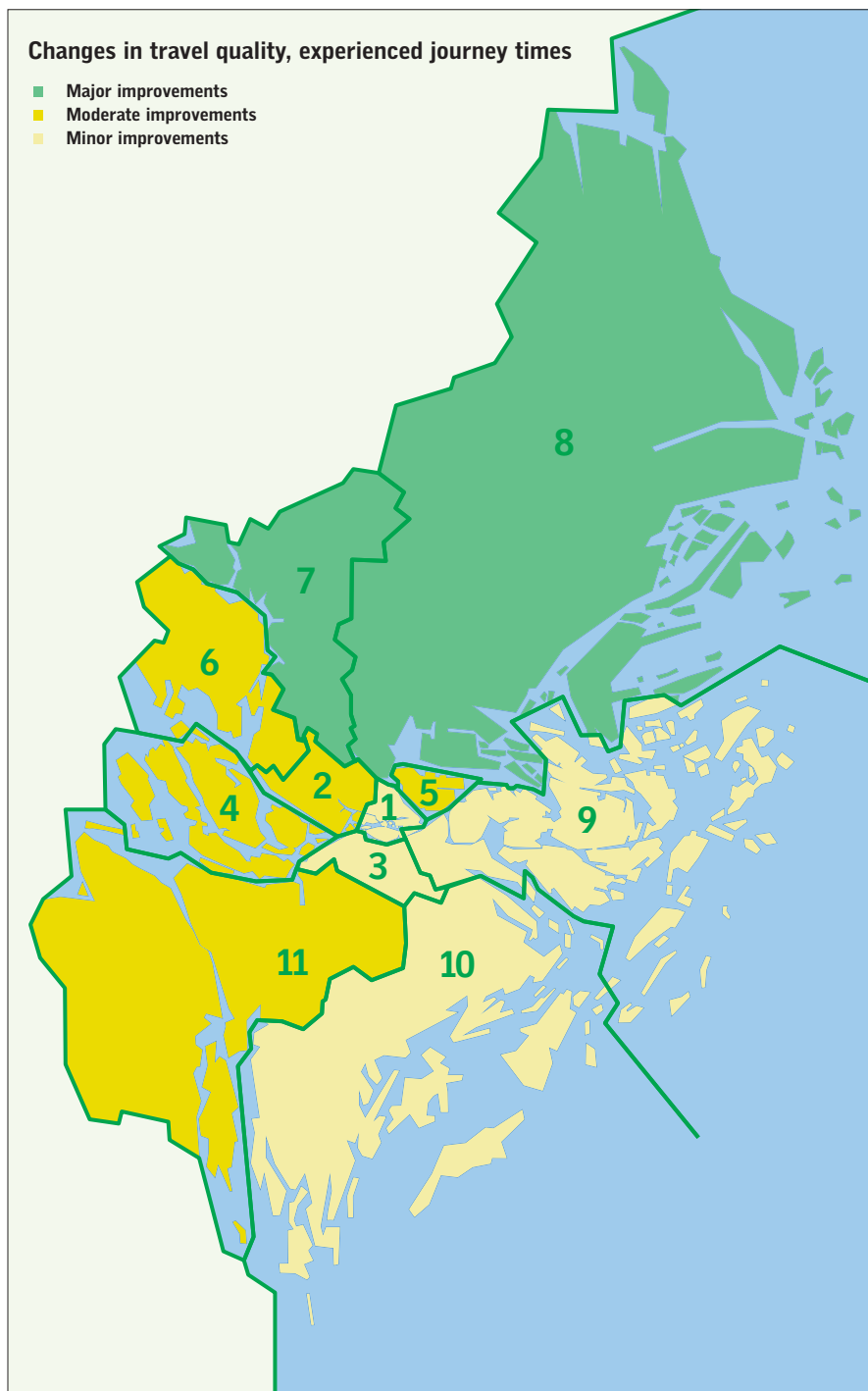
Increasing pressure at transfer points

Several transfer points will have greater significance in 2020 compared to today which will require space and safety improvements in transfer connections and on platforms. In addition, more land will be needed to accommodate the increase in bus and tram services at these transfer points.

The transfer points that will experience by far the largest increase in passenger circulation are Odenplan and T-Centralen. Both these stations will have new commuter rail stations in 2017 when Citybanan is completed.

The expansion of the Tvärbana orbital tramway will mean that transfer points in Liljeholmen and Årstaberget will serve considerably more passengers than at present.

Shorter journey times for many passengers



Overall, the extensive investments will lead to shorter journey times throughout the county, particularly for passengers from municipalities in the North and Northeast. This will primarily be the result of the following:

- The increase in commuter rail services enabled by Citybanan. The enhanced service frequency on the Metro Red line.
- The improved services on the Roslagsbanan light railway.
- The new orbital bus services.
- The expansion of the Tvärbana orbital tramway.
- Better accessibility for bus services.

The map illustrates the extent of average public transport journey time improvements that the projects in Public Transport Plan 2020 will enable in different parts of the county.





New vehicles and depots greatly needed

The major expansion projects in the public transport network will require a considerable increase in vehicles and depot facilities, approximately 500 new vehicles for expansion under the State plans and 550 new vehicles for expansion under the Stockholm Agreement.

Implementation of the State plans will require more buses and bus depots than if the Stockholm Agreement is implemented in its entirety, which instead will require more rolling stock and rail depots.

Investment costs of at least SEK 65 billion

Investment costs for the expansion projects in the State infrastructure plans have been calculated at approximately SEK 65 billion and SEK 86 billion for the plans in the Stockholm Agreement. Annual additional operating costs have been estimated at approximately SEK 2.4 and 3 billion compared to today.

The benefits of these investment projects will be seen in better on-time performances, Estimate of planned expansion and operating costs (SEK billion) a reduction of waiting and transfer times, and a reduction of congestion in the rail network.

Required additional vehicles and depots by 2020

	State plans	Stockholm Agreement
Rail vehicles	250	320
Buses	250	225
Rail depots	9–10	11–13
Bus depots	3	2–3

Estimate of planned expansion and operating costs (SEK billion)

	State plans	Stockholm Agreement
Construction of rail and bus terminals	45	60
Construction of depots	9	11
Vehicle procurement	11	15
Transport operations, annual additional cost	2,4	3



Review of public transport expansion projects up to and including 2020

	State Plans	Stockholm Agreement	Additional SL plans	Project period
Commuter Rail				
Citybanan	X	X		2009–2017
Service extension to Uppsala via Arlanda	(X)	(X)	X	2012
Mälardbanan, Kallhäll – Barkarby	X	X		2011–2015
Mälardbanan, Barkarby – Tomtebodan	–	X		2016–2023
Nynäsbanan, double track Västerhaninge – Tungalsta	X	X		2009–2011
Nynäsbanan, double track Tungalsta – Hemfosa	X	X		2015–2018
Södertälje, double track	X	X		2010–2013
Vega, new commuter rail station	X	X		2013–2014
Metro				
New signalling system, Red line	(X)	(X)	X	2014
New branch to Karolinska (currently tram solution, see below)	–	X		–
Light Rail/Tram				
Roslagsbanan, stage 1, passing track	X	X		2010–2014
Roslagsbanan, stage 2	X	X		2013–2017
Tvårbana North to Solna	X	X		2009–2013
Tvårbana North to Kista and Sollentuna	X	X		2014–2018
Tvårbana East, Saltsjöbanan	X	X		2013–2018
Tvårbana Solna – Universitetet	–	X		2020–2023
Tramway Odenplan – Solna via new Karolinska	–	(X)	X	Ej fastlagd
Lidingöbanan, refurbishment	X	X		2012–2014
Spårväg South		Flemingsberg–Skärholmen	Flemingsberg–Älvsjö	Ej fastlagd
Spårväg City (Djurgårdslinjen) Hornsberg – Ropsten	(X)	(X)	X	2011–2014
Bus				
Slussen bus terminal	X	X		2014–2017
Trunk bus route extension Sollentuna – Täby C	(X)	(X)	X	2014–2015

(X) = included in analysis of respective expansion levels, but not in the State plans/Stockholm Agreement.

Read the complete Public Transport Plan at
www.sl.se/sv/Om-SL/Det-har-ar-SL/Rapporter/Riktlinjer.