

Pilot Action Plan for Sundsvall: Park & Ride



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WORKING EX

PILOT ACTION DEFINITION

Pilot action summary	3
Park & Ride	3
Background	3
Purpose and scope	3
Mission	3
What do we want to achieve?	3
Which target group(s) are addressed?	4
What do we want to do?	4

PILOT ACTION IMPLEMENTATION PLAN

Stakeholder	
Stakeholder identification	6
Stakeholder consultation	6
Implementation steps	6
Activities	6
Other	6
Time plan	7
Budget	7
Risks	7
Political risks	7
Financial risks	7
Legal risks	7
Institutional risks	8
Technical risks	8

PILOT ACTION ASSESSMENT

Specification of indicators	
Assessment levels	
Indicator selection	
Indicator definition	9
Monitoring	
Indicator data collection	
Base line scenario	
Evaluation	10

Pilot action summary

Park & Ride

The possibilities for travel and transport in the municipality are very important for the development of the municipality. Good communications brings the markets for labour together and completes each other.

An important fact is the clutch between different ways of transport. Parking places at bus stops and railway stations are important if you want to increase the possibilities to go to working places in a fast and environmental way. In strategic places at cross roads and junctions parking places for park & ride are needed.

Background

More than 70% of all trips in Sundsvall are made by car. The number is higher than Swedish average and higher than other Swedish cities of comparable size. Many people in the suburban areas go to the centre by car, instead of public transport. In the suburban areas people don't always live along the bus lines. If we could arrange parking-places in the suburban centres, their trip with the car could be shorter and the problem in the centre of Sundsvall, with congestion, bad air quality and so on would decrease. For many people, the cost to get to their work by car is rather high. In many families they must have two cars.

Purpose and scope

Mission

We want to offer the citizens good opportunities to travel. Parking places in the suburban areas with engine pre-heaters will be a good service for health, environment and economy

What do we want to achieve?

The park & ride places will be established near bus stops, where the bus traffic is good and adapted to the normal working times. For Njurunda and Matfors, we have buses each thirty-minute, Indal and Stöde each hour. In the same time, these places for park & ride must be chosen in safe places in order to decrease theft and vandalizing of the parked cars.

We want to give the citizens in the suburban areas, living in far distances from the bus lines, a possibility to choose trips with public transports instead of taking their cars to the

centre of Sundsvall. If we are successful in that, the numbers of private cars, polluting the centre of Sundsvall, will decrease.

The expected outcome will be an increasing numbers of trips on the buses and train and a decreasing number of trips made by cars. We will then have a reduction of the environmental influence in the centre of Sundsvall and a decreased congestion in the centre.

Which target group(s) are addressed?

The target group is the people in the suburban areas, especially people going to their work by car.

What do we want to do?

We want to investigate and from that investigation arrange suitable places for people to park their cars in connection to buslines, mainly in the suburban areas.

Install engine pre-heaters

Information campaign

Places in the suburban area, suitable for park-and-ride

Stöde

Stöde is located 40 km west of Sundsvall with a parking-place with pre-heaters. The parking-place is near E14 and only 30 meters from the nearest bus stop. The parking-place has 20 engine pre-heaters. It is not yet asphalted and the lightning must be improved.

The number of people living in the surrounding area is 1864 persons.

The number of trips on the bus/year is 17 000 and the average numbers of trips/week is 327.

There are 11 bus-trips/day to Sundsvall and 7 bus-trips/day to Ånge.

From the railway-station in Stöde, there are 4 trips/day to Sundsvall and 4 to Ånge.

Liden

Liden is located 50 km northwest of Sundsvall and has a parking-place with engine pre-heaters. The parking-place is near the main bus stop in Liden and it has 20 engine pre-heaters. The school rents six of these, but the rest is free for renting.

Indal

Indal is located 28 km northwest of Sundsvall. A suitable parking-place for park-and-ride is near the shopping centre and the bus stop. We have nine parking-places, still without pre-heaters, but asphalted.

The number of people living in the surrounding area is 684 persons.

The number of trips on the bus/year is 10 400 and the average numbers of trips/week is 200.

There are 10 bus-trips/day to/from Sundsvall and 4 bus-trips/day to/from Hammarstrand.

Matfors

Matfors is located 20 km west of Sundsvall. We have a parking-place at the kiosk near the old bus station. The bus station has been sold and today we only have a wind-shelter for the passengers.

The number of people living in the surrounding area is 4500 persons.

The number of trips on the bus/year is 55 400 and the average numbers of trips/week is 1065.

There are 23 bus-trips/day to/from Sundsvall.

Njurunda

Njurunda is located 17 km south of Sundsvall. We have recognized at least three places we could use for park-and-ride. These places are used today spontaneously

We haven't yet decided which place we should arrange as a place for park-and-ride.

The number of people living in the surrounding area is 2529 persons.

The number of trips on the bus/year is 45 500 and the average numbers of trips/week is 876.

There are 32 bus-trips/day to/from Sundsvall.

Pilot Action Implementation plan

Stakeholder identification

The main stakeholders are people living in the suburban areas, especially in Stöde, Indal, Matfors and Njurunda.

The Swedish Road Association and Din Tur, the Public Transport Company are two important stakeholders.

Stakeholder consultation

The Swedish Road Association is involved. Park-and ride has been one part in their project Sustainable Transports.

DinTur, Public Transport Company, created by the municipalities in the region is involved. DinTur links the different traffic plans from each municipality in order to make changes between different bus lines easier.

Implementation steps

Activities

The first step was to investigate suitable places in the suburban areas. That's already been done.

The places are chosen close to streets where the bus traffic is at least one trip each 30 minute in peak time.

Some of the places, Stöde and Liden have already a function of parking-place today, without engine pre-heaters. Next step is to arrange that in the other parts.

During spring 2007 information will be given in the local papers. Suddenly, the park-and-ride places will be in our next timetable.

Other

Information in the local information papers during spring and autumn 2007.

Technology used

Information of places for park-and ride will be in the timetables from summer 2007.

Time plan

Inventory of places for park-and ride started autumn 2005 and was completed august 2006. After discussions with Din Tur and the bus drivers, one place in Indal was suggested to stand on the waiting list. The demand for park&ride in Indal was so low according to the information given to the drivers. The place is still interesting, but maybe not just now.

The installation of pre-heaters in Stöde and Liden is done. Stöde has not been asphalted yet, will be done summer 2008.

Installation of pre-heaters in Matfors and Njurunda will be done next year.

Budget

The information and the evaluation will be an extra cost. For one of the places for park-and ride, the Swedish Road Association has promised to finance. Since many of the places already are parking-places the costs will be for information and installation of engine pre-heaters.

No changes are needed for the timetables for the bus traffic.

Our new politicians have promised to raise the budget for public transport with 400 000 Euro, but we don't know for what purpose.

Risks

Political risks

The traffic isn't any question that's dividing the political parties. Therefore I see no risk involved.

Financial risks

If we success we could face a risk of costs for extra buses and need to extend the park-and-ride places.

Legal risks

No legal risk

Institutional risks

Technical risks

In one of the park-and-ride places we haven't got a contract with the landowner yet, but they have promised to send it.

Mission
Mission Statement

Objective What do we want to achieve?	Indicator of Progress What indicators show whether we are achieving what we set out to achieve?
Objective 1 More people going by bus	Indicator 1 The number of people going by bus
	Indicator 2 The number of parked cars on the park&ride places
Objective 2 Decreasing numbers of cars on E4, E14 and Rv86	Indicator 3 Measuring

Activity What do we want to do?	Indicator of Activity What indicators show what we did?
Create new P+R places	<ul style="list-style-type: none"> # of new sites Car parking capacity of new sites
Installation of pre-heaters	# of installed pre-heaters
Information campaign	<ul style="list-style-type: none"> # of newspaper articles

Indicator definition

Indicator of Progress	Description (Location/ Quality, etc.)	Unit	Methods of measurement	Sources of data	Time/ frequency of measurement
Indicator 1	The number of people going by bus	Numbers	From the ticket system	Din Tur	Every month
Indicator 2	The number of parked cars	Numbers	P&R with pre-heaters: numbers of people hiring pre-heater. P&R without pre-heaters: Random sampling	Measuring by the municipality	Every month
Indicator 3	Decreasing numbers of cars on E4, E14 and Rv86	Numbers	Measuring	The Swedish Road Association	Twice/year
Indicator of Activity	Description (Location/ Quality, etc.)	Unit	Methods of measurement	Sources of data	Time/ frequency of measurement
Indicator 1	Create new P+R places	Numbers	Measuring numbers	# of new sites	Once/year
Indicator 2	Installation of pre-heaters		Measuring numbers	# of installed pre-heaters	Once/year
Indicator 3	Information campaign			# of newspaper articles.	Once/year

Evaluation

What did we want to achieve?

1. More people going by bus.

We have been monitoring the number of bustrips on all bus lines close to the park&ride places. It's impossible to say that the park&ride have raised the number of people going by bus. We think that the prize of the petrol and the weather conditions has a bigger influence for people in their choice between car and bus. The raise of the fees for bus tickets, in the same time we had a going down prize for petrol has influenced the bus travel in a negative way.

2. The number of parked cars on the park&ride places.

We have been monitoring the number of parked cars at every chosen park&ride place.

In Stöde and Liden, the two places with engine pre-heaters, the number of people who wants rented places has been increased. The number is still rather low, less than 10 each month.

In the other places we have observed that days with bad weather gives an increased number of parked cars. A weather forecast with warnings for slippery roads is more important for the choice of a car driver than the thought of the environment.

3. The number of cars on E4, E14 and Rv 86.

We know that the number of cars on the main roads have raised, we are waiting for the latest figures from the Swedish Road Association. Since the number of cars using the park&ride-places is so low, monitoring the number of cars on the main roads was not meaningful. The low usage was drowned in the raise of the traffic.

