This is the West Swedish Agreement

The purpose of the West Swedish Agreement is to create an attractive, sustainable and growing region. The West Swedish Agreement includes new allocated bus lanes, longer commuter train platforms, new commuter parking for bicycles and cars, footpaths and bicycle paths and improved traffic information. A new road tunnel under the Göta Älv river (Marieholm Tunnel), a new rail tunnel under Gothenburg (the West Link) and a new bridge over the Göta Älv river. Congestion charges are also part of the West Swedish Agreement. Congestion charges is intended to improve accessibility on our roads, improve our environment and part-finance the West Swedish Agreement.

Impact of introduction of congestion charges
Summary 20 March 2013

Traffic flow and journey times for car traffic and public transport in Gothenburg and the surrounding area are measured continuously. This provides an excellent opportunity to assess the impact of the introduction of congestion charges on the transport system. This summary only includes weekdays.

Traffic flow through charging points was 17 percent lower in February (104,100 vehicles) during the charge period compared with February the previous year. The comparable reduction in January was 20 percent. Traffic measured over 24 hours in February was 14 percent lower (107,600 vehicles).

Traffic flow on the radial roads was on average 6 percent lower in February during the charge period compared with February the previous year. Traffic on inner-city streets was on average 17 percent lower.

There has been less congestion on all radial roads leading to Gothenburg in February compared with February the previous year. The greatest reduction is on the E6 North from Kungälv to the Tingstad Tunnel.

Sales of period cards for public transport, above all in Gothenburg and in the Gothenburg region have increased greatly in January and February 2013.

The number of passengers using public transport has stabilized at a level of around 19 percent increase for express buses and around 10 percent increase for commuter trains compared with week 50, 2012.

Punctuality has improved for all traffic categories since December 2012.

Capacity on express buses and commuter trains is good, few journeys are full.

In the try public transport campaign “We love motorists” 50,000 car drivers qualified to test public transport. 14,000 of these drivers chose to continue travelling by public transport.