

Gothenburgers on the move
an analysis of transportation methods in
post-industrial Gothenburg

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A person relates to and interacts with the area they live in everyday by means of traveling. It is – dare I say – universal for people to be in movement and in the city, movements must be coordinated to function efficiently. Keeping appointments are important, as well as getting to and from work or school, at the least. The bigger the city is, the more important it becomes for various travel method to exist and for them to be in sync. In post-industrial Gothenburg the options are plentiful.

Among these are: trams, ferries, busses, bikes, cars, taxis, carpools, and the simple method of walking. But, it does not suffice to simply say there are many methods. Having many options alone does not satisfy the masses. Methods must be safe, efficient, within the consumer's price range, and in this day and age people also consider the effects their travel has on the environment. Gothenburg and the entire country of Sweden in general seem to be very environmentally aware.

This study will examine the city of Gothenburg and its inhabitants in terms of transportation methods and which factors are most important to the residents when traveling and why they choose they methods and routes they do. Further, I will investigate whether having so many different methods of transportation divides or brings together the community.

KEY WORDS: public transportation, private transportation, gemeinschaft, gesellschaft, real vs. imagined city, urban flâneur.

1. Background and Introduction

Gothenburg is considered to be the second largest city in Sweden with a population of 500,181 in the year 2008 according to SCB (Statistics Sweden, *Statistiska centralbyrån*). It is second to Stockholm whose population is 810,120 in the same year by the same source. This makes a difference of roughly 300,000 people, but how do these cities compare in terms of physical size? Most people do not realize this, but the fact is that the land area of Gothenburg is much larger than Stockholm. See table 1, below.

Table 1. *Areal and population statistics in January 2007 (Stockholm vs. Gothenburg)*
(translated from Swedish to English by Yim, Y., 2009)

City	Population	Area in km ²			Population per km ² of land
		Land	Water	Total	
Stockholm	782 885	188	21	209	4164
Gothenburg	489 757	451	15	465	1086

Source: *NORDSTAT*

As you can see, Gothenburg is more than twice the size of Stockholm in terms of total area. Why then is Gothenburg considered to be a small city when compared to Stockholm? Possibly because Stockholm is nearly four times as dense, but I argue that the city of Gothenburg has very developed transportation systems that complement each other to help make the city seem smaller. But, before considering mental and psychological aspects of transportation, we must first understand which options exist in Gothenburg. Thus, in the next section I will explain some of the main methods of transportation in Gothenburg.

2. Explication of transportation methods in Gothenburg

The following are explications for the each of the major methods of transportation in Gothenburg, Sweden. These methods will be divided into public and private forms.

2.1.0 General overview of public transportation

Public transportation is a method of transport in which there is a fleet of vehicles that can be used by the public usually for a fare (fee). These services operate under a pre-defined schedule.

Västtrafik provides public transportation such as trams, busses, ferries, taxis, and even a transportation service for the disabled throughout the entire region of Västra Götaland. In Gothenburg lies in the region of Västra Götaland and *Västtrafik* contracts companies such as *Göteborgs spårvägar AB*, *Flygbussarna i Väst AB*, *Styrsöbolaget*, *Swebus AB*, and *Taxi Kurir i Göteborg AB* to provide these services. It is Sweden's second largest public transport company and is owned by the people. According to *Västtrafik* (2007), 50% of the company is owned by the region of Västra Götaland and the other 50% by the 49 municipalities within Västra Götaland.



2.1.1 Trams

According to *Göteborgs Spårvägar AB*, the trams in Gothenburg cover a length of 54,000 km per day. There are 12 different tramlines and the 80 kilometers of track makes the Gothenburg tram system the largest tram network in Scandinavia.

2.1.2 Ferries

The ferries in Gothenburg are run by *Styrsöbolaget*, but since the trams, busses, and ferries are all managed by *Västtrafik*, it is possible to use any/all of these forms of transportation with the same pass. This makes it affordable for those who live on the islands off the southern shore to get to and from the city and furthermore, it makes it more convenient and more likely for non-residents to visit.

2.1.3 Busses

There are a variety of busses available in Gothenburg. These include the regular city busses called *Stombussar*, then there are *Flygbussarna*, which are airport shuttle busses, and also there are the *Swebus* busses which can take you through a large part of Sweden, to Oslo, and even to Berlin in Germany and Prague in the Czech Republic.



2.1.4 Carpools

According to Ohlson (2009), Gothenburg has Sweden's largest organized carpool system. This is called *Göteborgs Bilkoop* and currently has 30 vehicles and 553 members. Those that want to be a member of the cooperative make a contribution of 3500 SEK. Then, people that use the carpool pay a deposit of 1500 SEK, which they can get back if they decide to quit the cooperative. Furthermore, there is a yearly fee of 800 SEK.

2.1.5 Taxis

There are two main taxi services in Gothenburg. These are *Taxi Kurir* and *Taxi Göteborg*. Other privately owned taxis exist as well. Furthermore, Gothenburg also has *svart taxis*, which are illegal taxicabs. The prices may be cheaper with these taxis, but the drivers do not have a taxi license.

2.2.0 General overview of private transportation

Private transportation, as opposed to public transportation, is a form of transport that uses either a personal vehicle such (e.g. car, motorcycle, or bike) or self-power (such as walking). The difference is that there are no timetables or schedules as found for public transport.

2.2.1 Private Vehicles

As with any city, there is always an opportunity to buy a car or other type of automobile.

According to Sjöberg (2000), "of all families in Sweden with children under the age of seven, 97% have access to a car," but, Sjöberg also suggests that, "the number of individuals aged 18-19 with driving licences has fallen by half over the past ten years." Some suggested reasons for this drop in driving license acquiry include the "increasing cost of both driving school and of automobiles," "breaking free from the living habits of their parents' generation," and/or "greater awareness of the negative impact of automobility on the environment." (Sjöberg 2000: 108). In this study, Sjöberg interviews a number of inner city youth which many expressed a "desire for a change in behaviour in which the automobile is seen as less of a self-evident symbol of freedom and independence" (Sjöberg 2000: 112).



2.2.2 Walking

Walking around Gothenburg is very pleasant. Sometimes it can be a bit dangerous with the trams driving by so quickly, but some of the sidewalks have two different contours. The first thought I had when I saw this was that women in high heels could really appreciate this, but I also imagine that this may be useful for people in wheelchairs or for the blind.



2.2.3 Bikes

It's also easy to buy or rent a bike in Gothenburg. One main bike rental company is called *Cykel Kungen*. It is easy to own and ride a bike in Gothenburg as well because there are bike paths that are separate from the walking path and the street. It is also common to see bikes left unlocked all around town.



2.3 The interrelationship of transportation methods in Gothenburg

It takes far more than just availability to construct an efficient transportation system in a city. In Gothenburg, it is apparent that the tram rails, streets, ferry routes, bike paths, and sidewalks all seem to be planned in a way that when one mode of transportation does not reach a destination, it is likely that another will, at least within city limits.

It is also apparent that city planning has been important to the city of Gothenburg as there is an entire section of books in the city library that deals with city planning. Furthermore, taking a walk through the city could reveal the same thing. This type of walking in order to experience the city is known as urban *flâneur* and could help one to understand the city.

Now, I would like to give an actual example of urban planning and renewal, using the reconstruction of Brunnsparcken in 1991.

Brunnsparcken is one of the largest hubs for public transportation in Gothenburg and it is a good demonstration of careful planning by the city of Gothenburg as well as the interrelationship of transportation methods. According to Eskilsson, K.O, et al. (1997), there used to be a westbound route for cars on Norra Hamngatan and an eastbound route for busses on the same street. Furthermore, there was a bus stop on Hamnkanalen directly in front of the fountain. Having trams, busses, and cars traveling through this main hub was troublesome. For this reason, Brunnsparcken was rebuilt in 1991 so that the bus stop was moved one block north and cars were disallowed along Norra and Södra Hamngatan in the vicinity of Brunnsparcken. This allowed for trams and busses to move quicker in this area, but it also makes it less safe for pedestrians.

3. Theoretical considerations

Urban culture is not a new field of study and therefore, there are a number of concepts one can consider to help understand the real and imagined structures of the city in question.

One often-discussed dichotomy is Ferdinand Tönnie's (1887) concept of *gemeinschaft* and *gesellschaft* to describe social relations roughly equating to rural versus urban. Applying

these concepts to Swedish cities like Gothenburg is not so straightforward though and depends on your point of view. For example, if you work in the technology sector in Gothenburg and live in the center of the city you may experience a *gesellschaft* lifestyle, but if you are a student or work a service job and live in a suburb or on the urban fringe, you could very well experience a *gemeinschaft* lifestyle. The interesting thing about the Swedish mentality is that there is a lot rural romanticism, which is most easily demonstrated by the percentage of Swedish families that own summer homes in the countryside. Needless to say, there are more summer homes in Sweden than anywhere else in Europe.

Another concept to consider is the idea of the real city versus the imagined city. Stevenson (2003) suggests that “the real city appears to be soundly located and constructed within personal biography and the physical world, the imaginary city somehow seems to defy time, space and identity” (p. 113). Further, she goes on to say, “The imagined city thus intersects with the real to construct intimate personal relationships with place” (p.113). This gives a general idea of the concept, but is still rather vague. Later, she quotes Iain Chambers (1993) to make things more clear. He says,

“The city plan is both a rationalization of space and time; its streets, buildings, bridges and roads are temporal indices. It permits us to grasp an outline, a shape, some sort of location, but not the contexts, cultures, histories, languages, experiences, desires and hopes that course through the urban body. The latter pierce the logic of topography and spill over the edges of the map.”

(Chambers 1993: 189)

Considering these statements, it is clear that there are some things about the city that cannot be mapped, per se. In order to get a better idea of some of the personal images, routines and desires Gothenburgers have in relation to the real city, I conducted a survey dealing with public transportation in Gothenburg.

4. Transportation in Gothenburg survey

In this survey I asked a sample of Gothenburg residents 10 questions that dealt with their preferred methods of transportation and what they wish to change about the public transportation system. I considered a resident to be a person who has lived in Gothenburg for over three months. I attempted to create a stratified sample of people, but mostly received responses from people associated with the University of Gothenburg.

I sent inquiries and questions out via e-mail and posted in a Facebook group in both English and Swedish. Both the English and Swedish inquiries and question lists are attached in Appendices A1 through B2. The Answers are catalogued in Appendices C-D.

5. Analysis of the survey

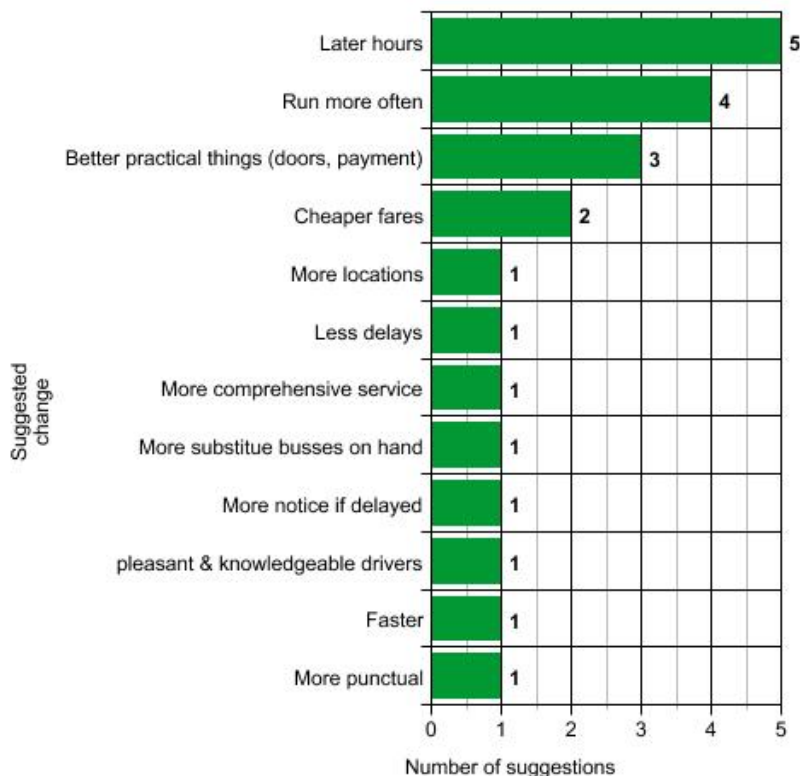
Below is one table and one chart to illustrate the results of my findings in the transportation survey.

Table 2. *Results of the transportation in Gothenburg survey*

Total number of Responses	17
In English	7
In Swedish	10
Percentage Male	29.4%

	(5/17)
Percentage Female	70.6% (12/17)
Percentage of participants using public transportation	88% (15/17)
Average age of participants	30.4 years
Average length of living in Gothenburg	11.9 years
Public transportation rating of residents living in Gothenburg less than one year	8.2 (82/10)
Public Transportation Rating of residents living in Gothenburg 1+ years	7.1 (50/7)
Overall rating of public transportation	7.8 (132/17)
Percentage of participants 30+ years old that use public transportation	100% (6/6)

Chart 1. Suggested changes to public transportation in Gothenburg, Sweden



Source: Transportation in Gothenburg survey (Yim. Y., 2009)

6. Reflections on the survey

This survey was quite limited and although I was only able to gather 17 responses for it, it is clear that the citizens of Gothenburg would appreciate public transportation that runs later in

the night and more often. Also, it is worthy of noting that 15 out of 17 participants in the survey suggested that they use public transportation. This is 88%, which is an extremely large percentage. The public transportation was rated just more than a point higher on average for those that have lived in Gothenburg for under one year compared to those that have lived here longer, but an overall average rating of 7.8 out of 10 for public transportation is not bad at all. These are the figures, but what are its implications?

Just as Sjögren (2000) suggests in her article entitled, “*The attitudes of young people to automobiles and automobility i Sweden,*” it may very well be that the current norms for transportation are changing among the youth, but my study also demonstrates that the older generation is using public transportation as well. In fact, six out of six participants I surveyed that are 30 years or older claimed to use public transportation.

7. Conclusion

Now, it seems the final question could be, “does the availability of so many different transportation methods divide or bring together the community?” One interesting point Sjöberg (2000) makes is that public transportation creates the possibility to be together with friends during a trip. This is something that clearly unites people, but Johansson, T. and Hammarén, N. (2008) conducted a study in which interviewees seemed to feel a sense of division when taking different tram routes. The truth is that everyone experiences the city in a different way and even if two people have virtually the same background, there is no question that they will experience the city in at least slightly different ways. It’s all in how you perceive your situation.

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Appendix A1. Survey Inquiry in English

Hello!

If you don't know me already, my name is Yeon-Hee Yim and I am an exchange student at the University of Gothenburg. I study at the institution for culture, aesthetics, and media here and I'm writing an essay that deals with transportation methods in Gothenburg. The essay will be called, "Gothenburgers on the move: an analysis of transportation methods in post-industrial Gothenburg."

I'm in the middle of researching now and I need your help! The only prerequisite is that you have lived in Gothenburg for at least 3 months. Below, you will find 10 questions. Please answer these questions and send the answers to me by e-mail to: yim.yeonhee@gmail.com.

If you have any friends that you think would be interested in this, feel free to invite them to this group or send this message to them. The more answers I have, the better!

I will be collecting answers through April 30th, and I have to turn in my essay on May 4th. Analyzing the answers will take some time, so please send me your answers as soon as possible!

Thank you so much!

Sincerely,
Yeon-Hee Yim

Appendix A2. Survey Questions in English

1. What is your name?
2. When were you born? (What is your age?)
3. What do you work as? (What do you study?)
4. Where do you work? (Where do you study?)
5. Where in Göteborg do you live?
6. How long have you lived in Göteborg?
7. How do you travel around Göteborg? (via tram, ferry, bus, bike, carpool, person vehicle, bike, foot, etc.)
8. On a scale of 1-10, how would you rate public transportation in Göteborg?
9. What would you change about public transportation to make it better?
10. Please describe step by step how you get to work/school.

Appendix B1. Survey Inquiry in Swedish

Hej!

Jag heter Yeon-Hee och jag är utbytesstudent på Göteborgs Universitet. Jag läser på institutionen för kultur, estetik och medier här och nu skriver en uppsats som handlar om transportmedel i Göteborg. Uppsatsen ska heta '*Gothenburgers on the move: an analysis of transportation methods in post-industrial Gothenburg.*'

Jag är nu mitt i forskning och behöver din hjälp! Utförsättningen är bara att du har bott i Göteborg minst 3 månader. Nedan finns 10 frågor. Var så snäll och svara på dem och skicka svar till mig (yim.yeonhee@gmail.com). Om du har några vänner som du tycker ska vara intresserad, kan du eftersända det här meddelandet till dem. Ju mer svar jag har, desto bättre!

Jag ska samla ihop svar t.o.m. den 30:e april men jag måste lämna in min uppsats på den 4:e maj. Det är viktigt att ha tid att analysera svar, så var så snäll och skicka mig svar så snart som möjligt!

Tack så jättemycket!

Med vänliga hälsningar,
Yeon-Hee Yim

Appendix B2. Survey Questions in Swedish

1. Vad heter du?
2. När är du född? (hur gammal är du?)
3. Vad har du för yrke? (eller vad läser du?)
4. Var arbetar du? (eller var läser du?)
5. Var i Göteborg bor du?
6. Hur länge har du bott i Göteborg?
7. Hur reser du i Göteborg? (via spårvagn, färja, buss, cykel, bilpool, bil, fots osv.)
8. På en skala 1-10 vad tycker du om de kommunala färdmedler i Göteborg?
9. Vad skulle du vilja förbättra när det gäller de kommunala färdmedler?
10. Hur tar du dig, redogör steg för steg, från hemmet till arbetsplatsen (eller skolan)?

Appendix C. Survey Answers (English)

English Response #1

1. Female
2. 24
3. Student, Swedish
4. At Humanisten, Göteborgs Universitet
6. on Hisingen, Backa
5. 3 months
7. I mostly take the bus, because I have two bus lines near my home. But I also take the tram pretty often. I walk a lot, and when I want to make an excursion, I take the ferry to the archipelagos.
8. 8
9. "There are busses and trams whose doors close pretty violently, no matter whether somebody still is in the door or not. That is as stupid as those tram doors you have to push open yourself (not practical when carrying a lot of bags, being old and/or weak etc.). The missing possibility to pay your ticket cash onboard is, I suppose, some step forward in direction future society with easier ways of payment etc., but not foreigners-friendly. This concerns rather the interior of public traffic than its structure ... I think the structure is good as it is."
10. "There are busses and trams whose doors close pretty violently, no matter whether somebody still is in the door or not. That is as stupid as those tram doors you have to push open yourself (not practical when carrying a lot of bags, being old and/or weak etc.). The missing possibility to pay your ticket cash onboard is, I suppose, some step forward in direction future society with easier ways of payment etc., but not foreigners-friendly. This concerns rather the interior of public traffic than its structure ... I think the structure is good as it is."

English Response #2

1. Female
2. 24
3. Student, Economics
4. Handelshögskolan
5. Rosendal (4 months), Helmutsgatan (3 months)
6. 7 months
7. Bus and tram
8. 9
9. "Add more lines of tram where it does not arrive yet."
10. "I cross the road to get to Elisedal tram stop. Since here I take tram number 2 to Handelshögskolan tram stop; or tram number 4 to Valand tram stop, and since it, I go walking to the school or I take another tram at this tram stop to Vasa Viktoriagatan tram stop, and then walking till the school."

English Response #3

1. Female
2. 23
3. Student, Pedagogy
4. In Poland/ Lublin
5. Olofshöjd
6. 4 months

7. Usually I go on foot but sometimes I travel by tram
8. 9
9. "During week the last tram/bus should be go later or regular tram/bus (hourly) during night"
10. "If I walk on foot (usually) I go next to Humanistic Department, then take the main road in the city (Avenyen), go ahead, cross the river then take a first left, go the end and I'm at my university (30-40 min)

If I take a tram I have to go to bus stop Almedal then take tram nr 4 which I go to bus stop Kungsportplatsen then take the first left go straight to the end and I'm at my departament"

English Response #4

1. Female
2. 21
3. work/study, translation from English and Italian to Slovene
4. in Ljubljana; at the moment in Gothenburg
5. Olofshöjd
6. 7 months
7. foot, tram, bus
8. 9
9. "it would be easier if one could buy a ticket also on the bus"
10. "I live only 15 minutes from school so I walk"

English Response #5

1. Female
2. 20
3. Student, Scandinavian Studies
4. GU (Göteborgs Universitet)
5. Kallebacks Motet
6. 4 months
7. Bus/Tram/Bike
8. 9
9. "Make the busses to my home go later at night"
10. "1. Get on bike
2. Ride bike
3. Get off bike at school and lock it! =)"

English Response #6

1. Female
2. 20
3. Student, Marine Biology
4. US- UNC Wilmington, Sweden- University of Goteborg at the Department of Marine Ecology
5. Fridhemsgatan
6. a little over three months
7. tram/bus and sometimes walking depending on the distance. Most of the time I use the tram.
8. 8
9. "I would have more buses/trams running every night, throughout the entire night."

10. "I take tram 11 (Bergsjön) from Sandarna (the tram stop is right outside my apartment) to two stops away Mariaplan
I take tram 3 marklandgatan from Mariaplan to Marklandgatan,
All trams going through Markslandgatan (Other than the 3) pass by the Botaniska Trädgården, the tram I get off at for school. These trams include the 8,1,7, or 2.

This may seem like too many changes/stops, but it saves about ten minutes. I can also take tram 9 (Angered) or 11 (Bergsjön) and change to the 1 and järntorget. But this takes longer."

English Response #7

1. Male
2. age 24
3. Student, Economics and Business Administration, part-time record store clerk and freelance music journalist
4. In Gothenburg, I studied at Handelshögskolan, situated in Vasagatan 1
5. About six months
6. I lived in Masthugget, slightly west of the city centre
7. I mostly walked, but took the tram if I was short on time
8. Probably a 6. My experience is mostly with the tram. The number of routes/lines was OK, but there should be more departures in the night-time/weekends, and there seemed to be delays and other kinds of trouble quite often, especially in the major intersection areas (Korsvägen, Järntorget).
9. "Less delays in the tram system, better night-time services"
10. "Most times, I walked from my home in Vaktmästaregången to Handelshögskolan, but if I was late, I took the tram from Masthuggstorget to Vasakyrkan."

Appendix D. Survey Answers (Swedish)

Swedish Response #1

1. Kvinna
2. 37 år
3. Internationell koordinator
4. Göteborgs universitet
5. Landala Egna Hem i Guldheden
6. hela mitt liv (med några korta uppehåll)
7. mest till fots, men även spårvagn, buss och bil när jag ska utanför centrala stan.
8. 7
9. "skapa en helhetslösning som tar hänsyn till alla olika färdmedel. Det är väldigt många arbeten hela tiden och svårt att se att det blir någon riktig förbättring totalt sett."
10. "Jag går från mitt hus över Furuplatsen och utmed Kolonigatan till trapporna som tar mig till Sven Hultins gata och Chalmers huvudentré. Därifrån går jag nerför backen till Kapellplatsen och vidare över Landala torg och in på Karl-Gustavsgatan, nerför backen och in på kontoret som ligger på Karl.-Gustavsgatan 29."

Swedish Response #2

1. Kvinna
2. 63 år
3. Internationell koordinator
4. Göteborgs universitet
5. I Björkekärr
6. 32 år
7. bus, spårvagn och bil, samt till fots
8. 6
9. "På vissa linjer önskar jag tätare turer dygnet runt (eller nästan), särskilt under högtrafikstider. Max väntetid ska vara 10 minuter även på kvällar.

Fler ersättningsbussar ska finnas i beredskap som kan snabbt rycka in om det behövs. Vissa linjer är nämligen mycket sårbara, eftersom det inte finns alternativa färdmedel. T ex buss 17 är det enda färdmedel till Björkekärr och bussarna ofta uteblir, går sönder, orkar inte gå hela vägen om det snöar etc. Om en tur uteblir på kvällstid då blir väntetiden upp till 40 minuter."

10. "Promenerar till busshållplatsen (ca 3 minuter), tar buss 17 till Centralen. Där byter jag till spårvagn 1,2,3,9, eller 11. Åker till Vasaplatsen och promenerar (1-2 minuter) till arbetsplatsen."

Swedish Response #3

1. Kvinna
2. 21
3. Student, Personalvetarprogrammet år 1.
4. Göteborgs Universitet, Sociologiska institutionen på Sprängkullsgatan.
5. Högsbo, Marklandsgatan
6. ca 8 månader
7. Spårvagn, buss eller till fots.
8. 7.
9. "Bättre information vid förseningar, fräschare vagnar, trevligare chaufförer som faktiskt har koll på sina turer och kan svara på frågor om den. Ibland saknar jag hållplatsutropen om

jag åker en linje som jag inte åker så ofta.”

10. “Går (ca 5 min) eller tar bussen (ca 2 min) till spårvagnshållplatsen och därefter linje 1 till Hagakyrkan eller linje 2 till Handelshögskolan.”

Swedish Response #4

1. Kvinna
2. 38 år
3. coach / arbetslivssamordnare
4. Göteborg, Vasastan (eller menar du arbetsgivare? I så fall Göteborgs universitet)
5. Johanneberg/ Fredriksdal
6. 13 år
7. spårvagn, buss, bil, till fots (Menar du hur har jag nånsin rest i Gbg, hur reser jag vanligtvis)
8. 7
9. “Spårvagn till Johanneberg/Fredriksdal, tätare turer generellt, billigare”
10. “till fots”

Swedish Response #5

1. Kvinna
2. 66 år
3. Lärare, Svenska
4. 45-46 år
5. Långedrag
6. 46 år
7. cykel, spårvagn, bil (sommarn – cykel, vintern – bil eller spårvagn)
8. 8
9. “tätare”
10. “Spårvagn i Hagen (11) och stiger av på Vasaplatsen och sedan går jag till Humanisten.”

Swedish Response #6

1. Man
2. 26
3. Student, Nationalekonomi
4. Göteborgs Universitet, handelshögskolan
6. Majorna
5. 5 år
7. cyckel
8. 6
9. “de skulle vara helt gratis och snabbare”
10. “cyckel.. hela vägen..”

Swedish Response #7

1. Man
2. 25
3. Student, svenska & matematik
4. Göteborgs Universitet
5. Kallebäck (sydöstra GBG)
6. Sedan augusti 2008
7. Ofta buss & spårvagn, ibland per pedes
8. 8

9. "Fler bussar/spårvagnar på kvällen/natten (högre frekvens)"

10. "Lämnar huset, hållplatsen är 50m framför huset

Tar buss till Korsvägen (8 min)

Går därifrån till GU (humanisten, 2-3 min)"

Swedish Response #8

1. Man

2. 34 år (1975)

3. Arbetslivssamordnare

4. Göteborgs Universitet

5. Lunden

6. 34 år

7. Spårvagn, buss, cykel, bil, promenerar och färja.

8. 8

9. "Skrota de nya spårvagnarna och beställ fler av 'variant 2', bygg ut spårvägarna på Hisingen och gör det möjligt att tanka på sitt månadskort på nätet."

10. "Jag går 908 steg från hemmet till spårvagnshållplatsen, åker spårvagn i ca 15 minuter och går därefter 448 steg från spårvagnshållplatsen till jobbet."

Swedish Response #9

1. Kvinna

2. 30 år

3. Jag arbetar som informatör på Göteborgs universitet

4. Göteborgs universitet

5. Centrala Göteborg på Stampgatan nära Ullevi.

6. Hela mitt liv (30 år)

7. Jag åker mycket spårvagn, promenerar ibland och åker bil ibland. På sommaren åker jag färja ut till öarna för att sola och bada.

8. 8

9. "Tätare turer. Speciellt från exempelvis Mölnlycke. "

10. "Jag promenerar till spårvagnshållplatsen, tar spårvagnen och sedan promenerar jag från hållplatsen till jobbet."

Swedish Response #10

1. Man

2. 20

3. Student, Ekonomi

4. Handelshögskolan

5. I studiegången (I Rosendal)

6. 3 månader

7. via buss och spårvagn

8. 9

9. "Busarna skulle vara liten mer punktliga."

10. "Jag tar bus 17 från Studiegången, och jag byter till spårvagn 3 eller 1 i Härlanda, som jag kör till Handels med."