



CITY PLANNING ADMINISTRATION



The walkable city – the concept of Stockholm

Michael Erman, City of Stockholm

Vienna/CORP 2012, 15 May 2012



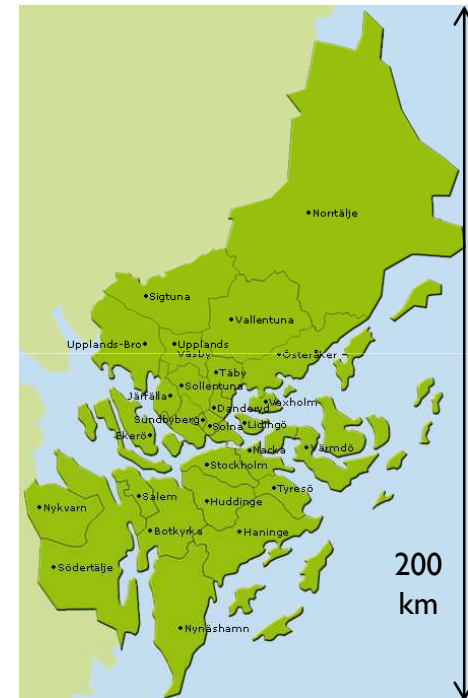


Stockholm – „The capital of Scandinavia“

Stockholm Region = 26 cities and municipalities

| | Region | City of Stockholm |
|-------------|--------|-------------------|
| Inhabitants | 2,05 | 0,85 |
| Jobs | 1,1 | 0,6 |
| Dwellings | 1,1 | 0,45 |
| Cars | 0,8 | 0,3 |

All figures in millions



Stockholm Vision 2030

A worldclass Stockholm

Adopted by the City Council in 2007

All plans and programmes have to support its
realisation

Implementation of the vision is based on
collaboration with stakeholders in the region

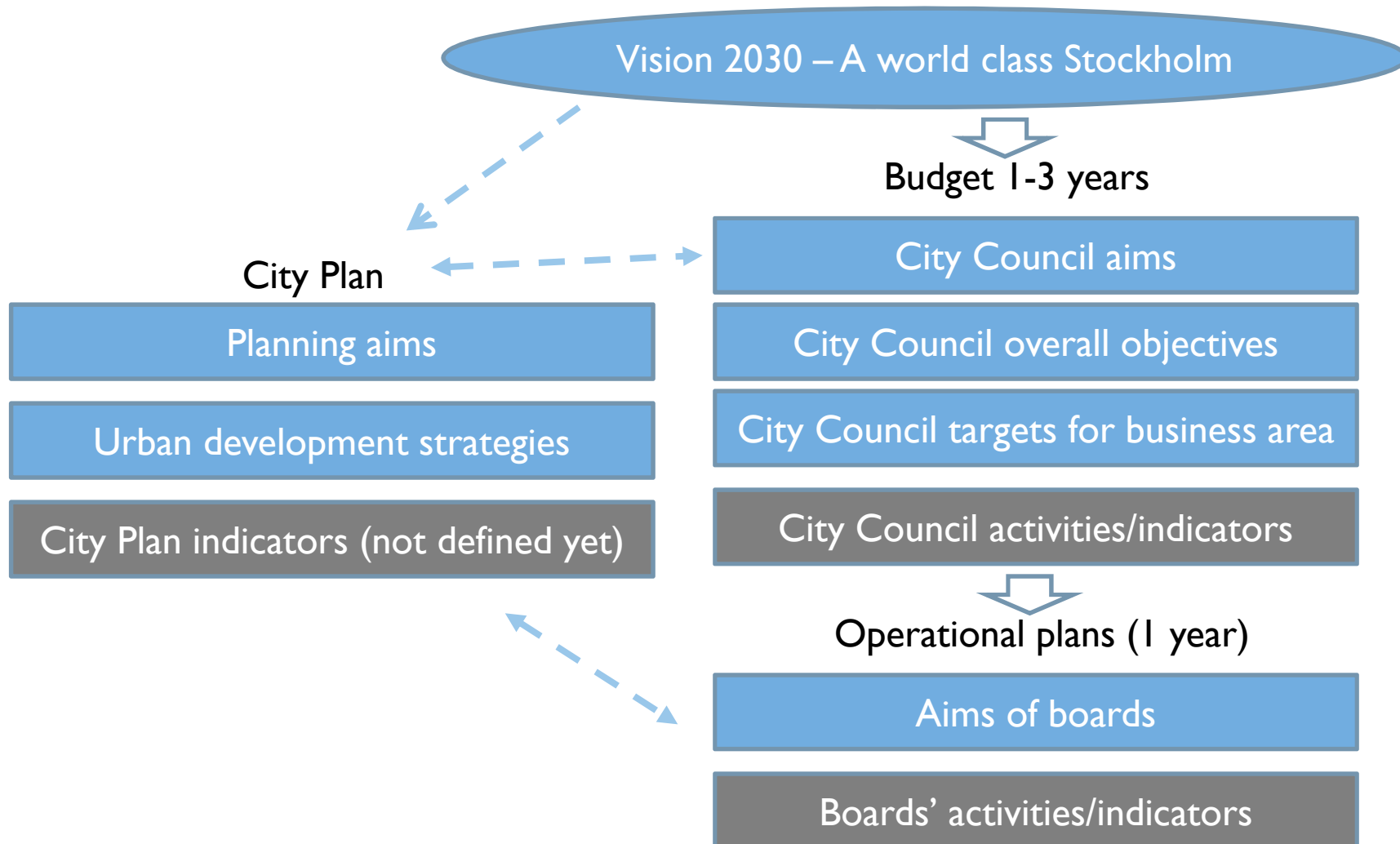


Challenges for Stockholm

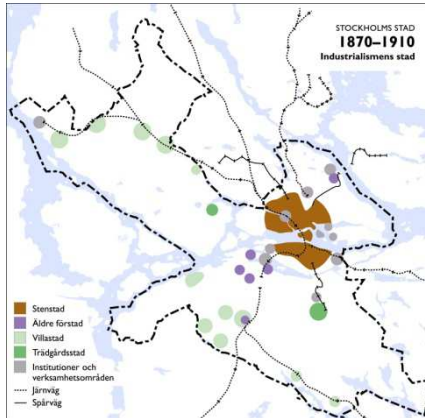
- Handling strong growth
- Housing shortage
- Shortages in transport infrastructure capacity
- Air pollution, reducing climate impact
- Renewal of large scale suburban housing estates
- Segregation



Stockholm's management system



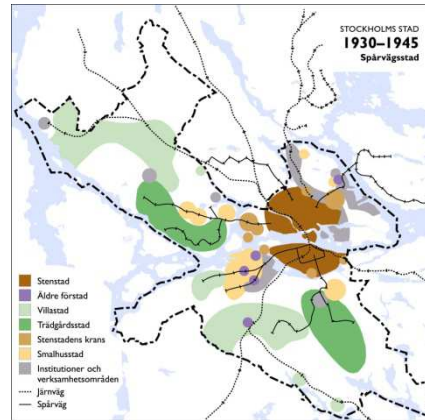
Stockholm's development since 1900



1910

The industrial city

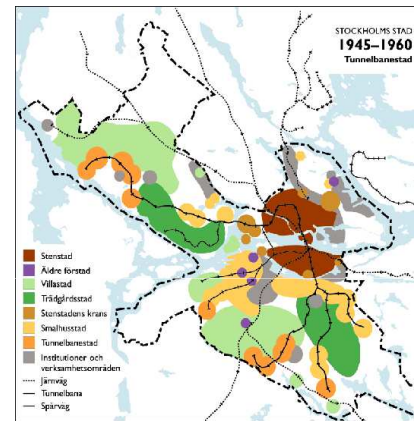
375 000 inhabitants



1945

The tram city

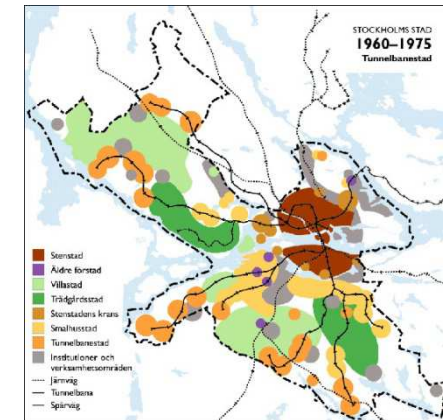
685 000 inhabitants



1960

The metro city

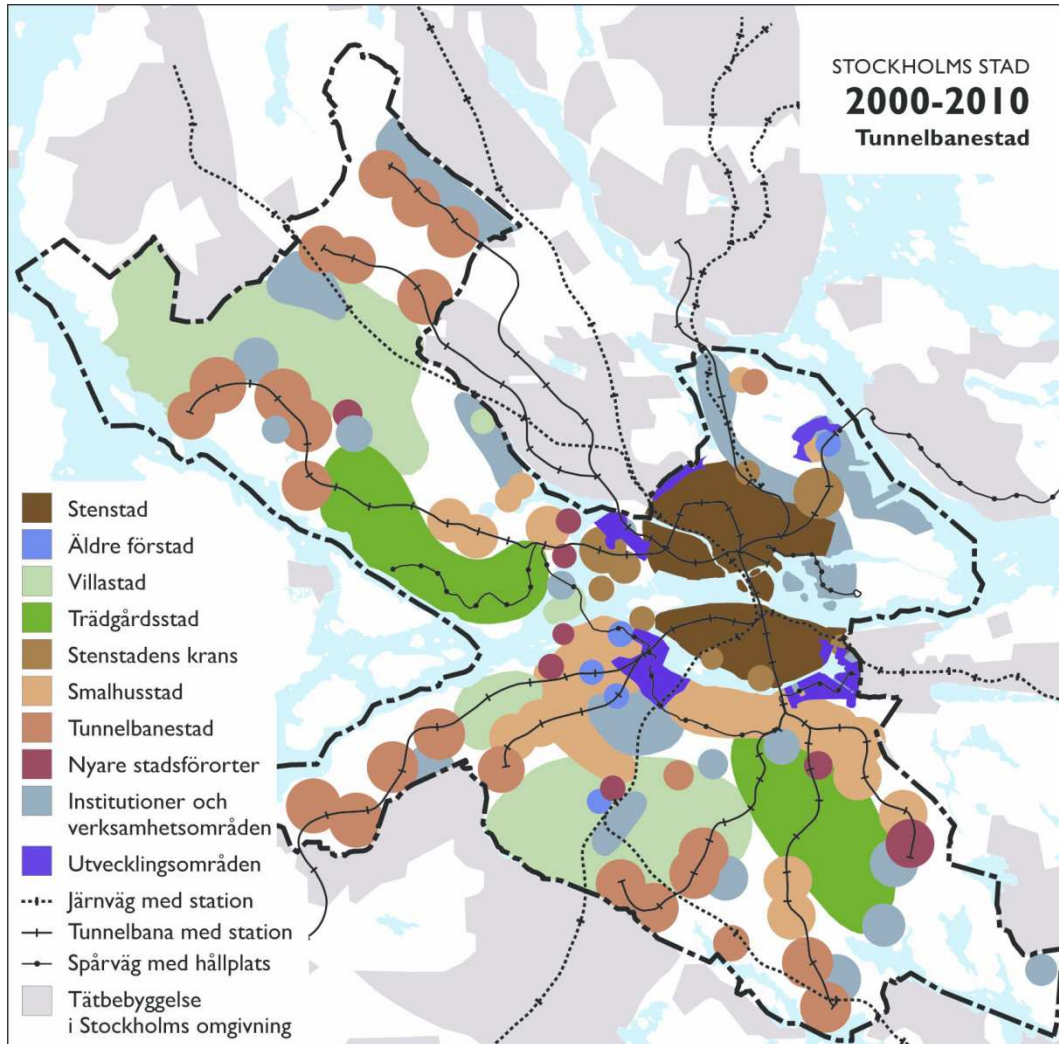
808 000 inhabitants



1975

The metro city

665 200
inhabitants



2010

The metro city

De-industrialized city

850 000 inhabitants

2025

“The walkable city”

Stockholm will have

1 million inhabitants

2025

“The walkable city”

1 million inhabitants

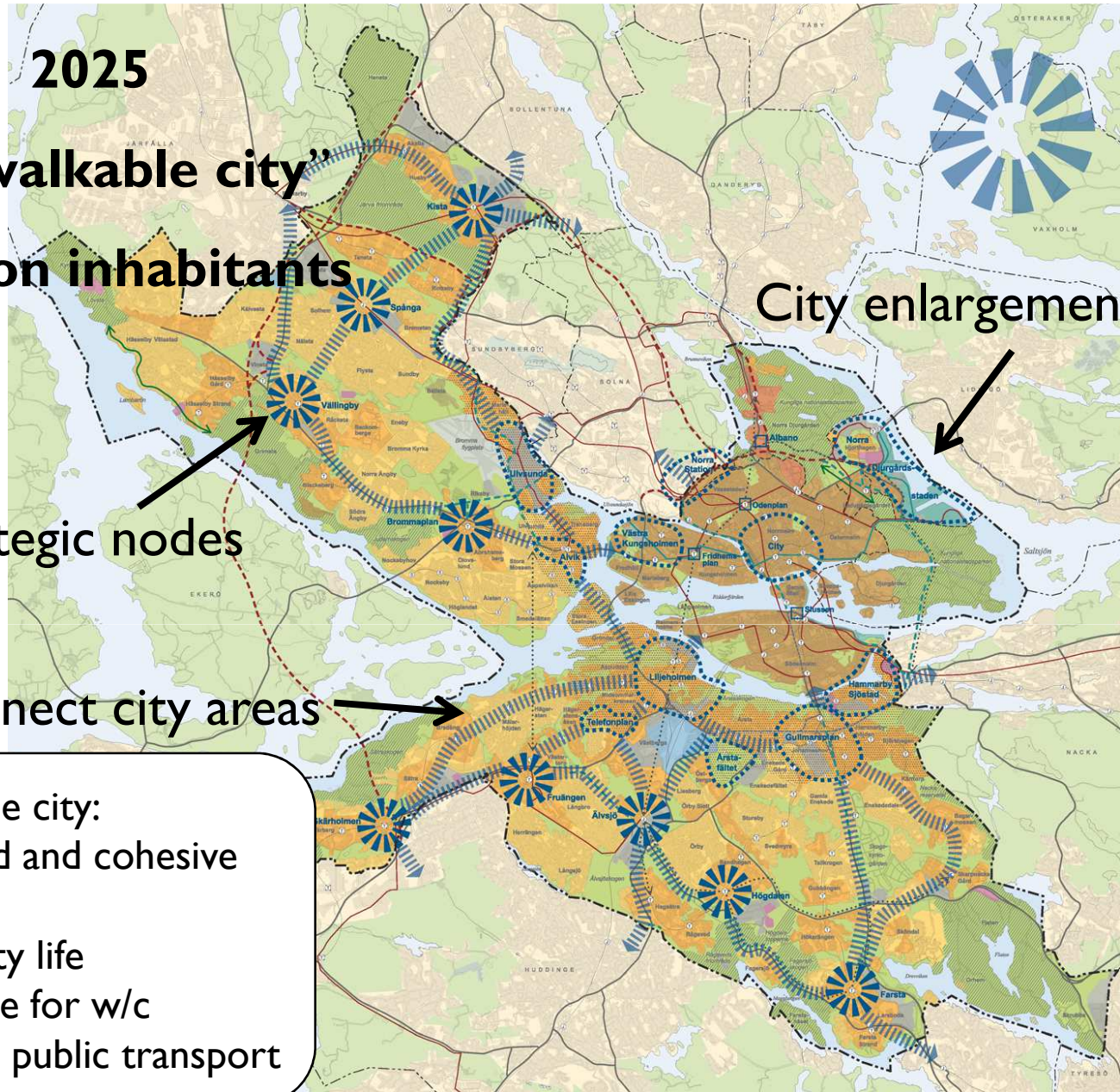
City enlargement

Strategic nodes

Connect city areas

The walkable city:

- Connected and cohesive
- Denser
- Vibrant city life
- More space for w/c
- Priority to public transport



PROMENADSTADEN Översiktsplan för Stockholm • Antagen av kommunfullmäktige 15 mars 2010





More people but not any more square meters of road

"You're not stuck in traffic, you're a part of it"



Urban Accessibility Strategy for a growing

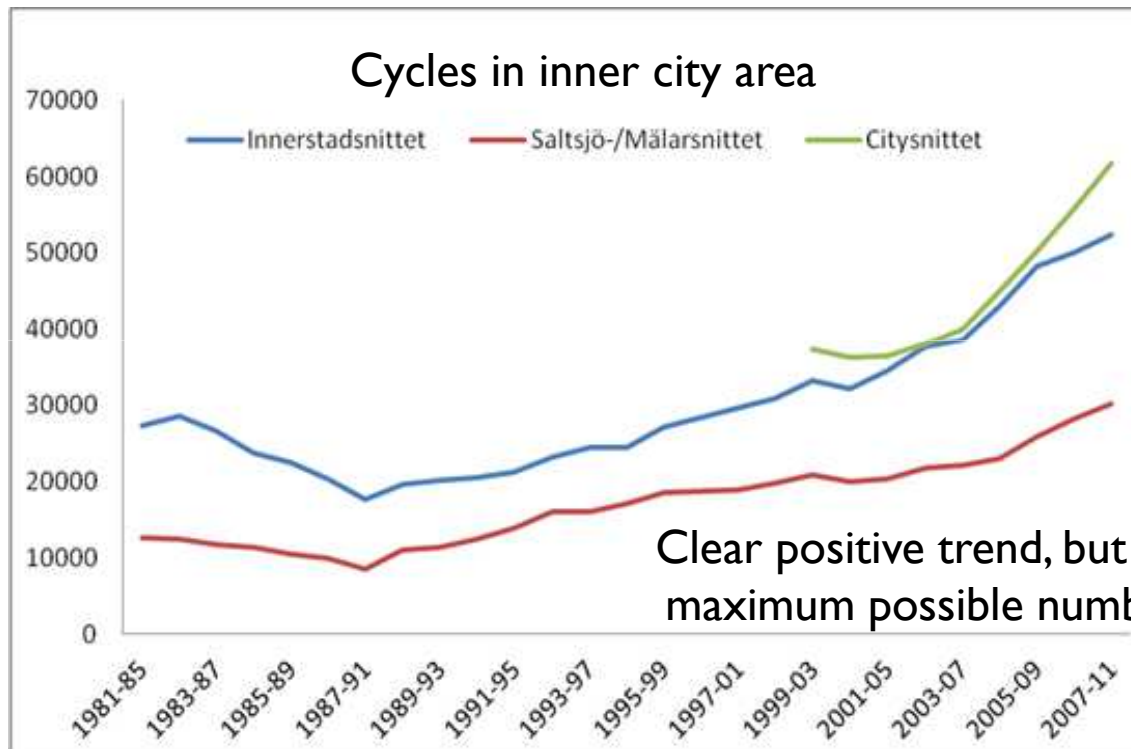
Stockholm

- A. Encourage the use of high capacity transport modes
- B. Faster journey times for the high capacity modes and better journey time reliability for all transport modes
- C. Develop streets and roads as attractive urban spaces to increase the use of walking for more journeys
- D. Ensure private cars are used for journeys where they are the most effective transport mode

Action in the short to medium term

- For public transport
 - Improve journey times and reliability on the core bus network
 - Better enforcement of public transport priority lanes
 - Improving access to public transport interchanges
- For bicycle traffic
 - Develop the network in accordance with the new cycle plan
 - Improve winter maintenance on the cycle network
 - More cycle parking facilities – especially around public transport interchanges
 - Expand the cycle-hire system

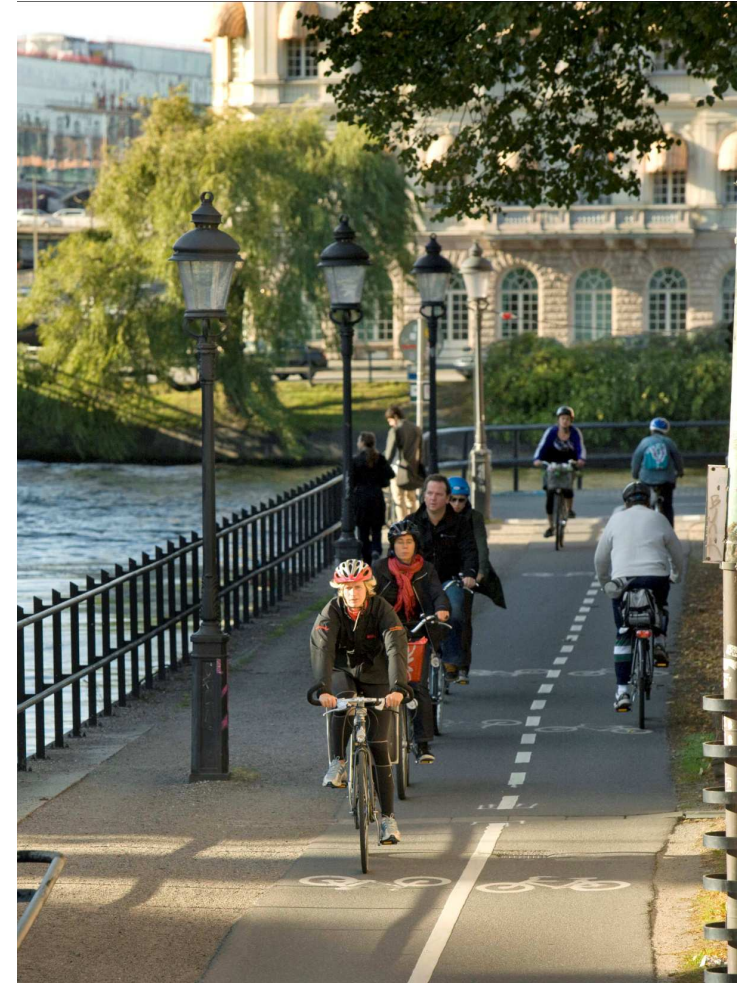
Development of bicycling in Stockholm



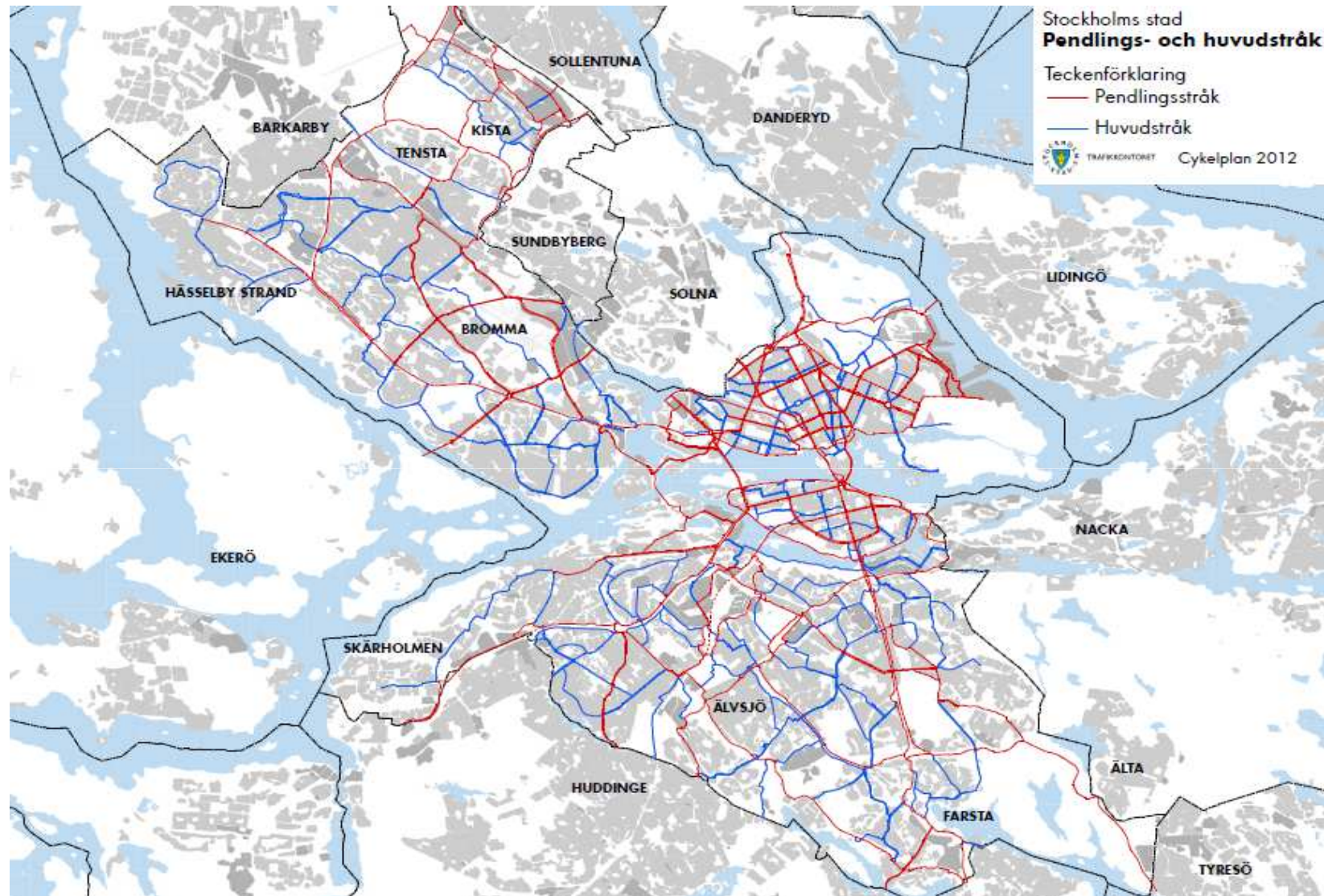
Clear positive trend, but long away from maximum possible number of bicyclists

The new bicycle plan of Stockholm

- Share of bicyclists (all commuters) shall increase to 12% in 2018 and min. 15% in year 2030
- Number of cyclists in city shall increase by 50% to 2018 and by 100% until year 2030
- All kids between 10 and 15 year shall take the bike to school everyday
- Many infrastructure improvements
- Better image of cycling
- Higher security for all cyclists
- Working for a better health of inhabitants



New bicycle infrastructure in Stockholm



One special field of development: electro mobility

Electro mobility as chosen future solution for a cleaner city:

- Joint venture of City of Stockholm and Vattenfall, establishing infrastructure
- Collaboration: private and public sectors, EV manufacturers, national authorities and experts from academia – 300 interested firms and organizations buy ca. 1400 EVs
- Connection to smart grids



Final remarks

- Trend shift in the overall planning approach towards a denser, more cohesive, cleaner and more human friendly urban development
- Vision, City Plan, steering other plans and Steering system/investment planning are interrelated in an intelligent system that guarantees a development towards the goals of the Vision 2030
- High relevance of priority for public transport, walking and cycling will have relevant development effects in medium and long term towards a smarter city, a more climate friendly city and a good city to live in...

... Thank you!



Michael Erman, City of Stockholm
CORP, 14-16 May 2012, Vienna



More information about STOCKHOLM

- Regional development and regional development plan RUFFS 2030
www.tmr.sll.se
- Vision and comprehensive plan for Stockholm
<http://international.stockholm.se/Future-Stockholm/Stockholm-City-Plan/>
- Electric vehicle program
www.elbilsupphandling.se/en/
- Royal Seaport project
www.stockholmroyalseaport.com

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