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

<table>
<thead>
<tr>
<th></th>
<th>Region</th>
<th>City of Stockholm</th>
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<tbody>
<tr>
<td>Inhabitants</td>
<td>2,05</td>
<td>0,85</td>
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<td>Jobs</td>
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<td>Dwellings</td>
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<td>0,45</td>
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<tr>
<td>Cars</td>
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<td>0,3</td>
</tr>
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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

Vision 2030 – A world class Stockholm

Budget 1-3 years

City Plan
- Planning aims
- Urban development strategies
- City Plan indicators (not defined yet)

City Council aims

City Council overall objectives

City Council targets for business area

City Council activities/indicators

Operational plans (1 year)
- Aims of boards
- Boards’ activities/indicators
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
The walkable city:
- Connected and cohesive
- Denser
- Vibrant city life
- More space for w/c
- Priority to public transport
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 realiability 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

Cycles in inner city area

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 RUFS 2030
  [www.tmr.sll.se](http://www.tmr.sll.se)

• Vision and comprehensive plan for Stockholm
  [http://international.stockholm.se/Future-Stockholm/Stockholm-City-Plan/](http://international.stockholm.se/Future-Stockholm/Stockholm-City-Plan/)

• Electric vehicle program
  [www.elbilsupphandling.se/en/](http://www.elbilsupphandling.se/en/)

• Royal Seaport project
  [www.stockholmroyalseaport.com](http://www.stockholmroyalseaport.com)

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