Spatial divergence of travel

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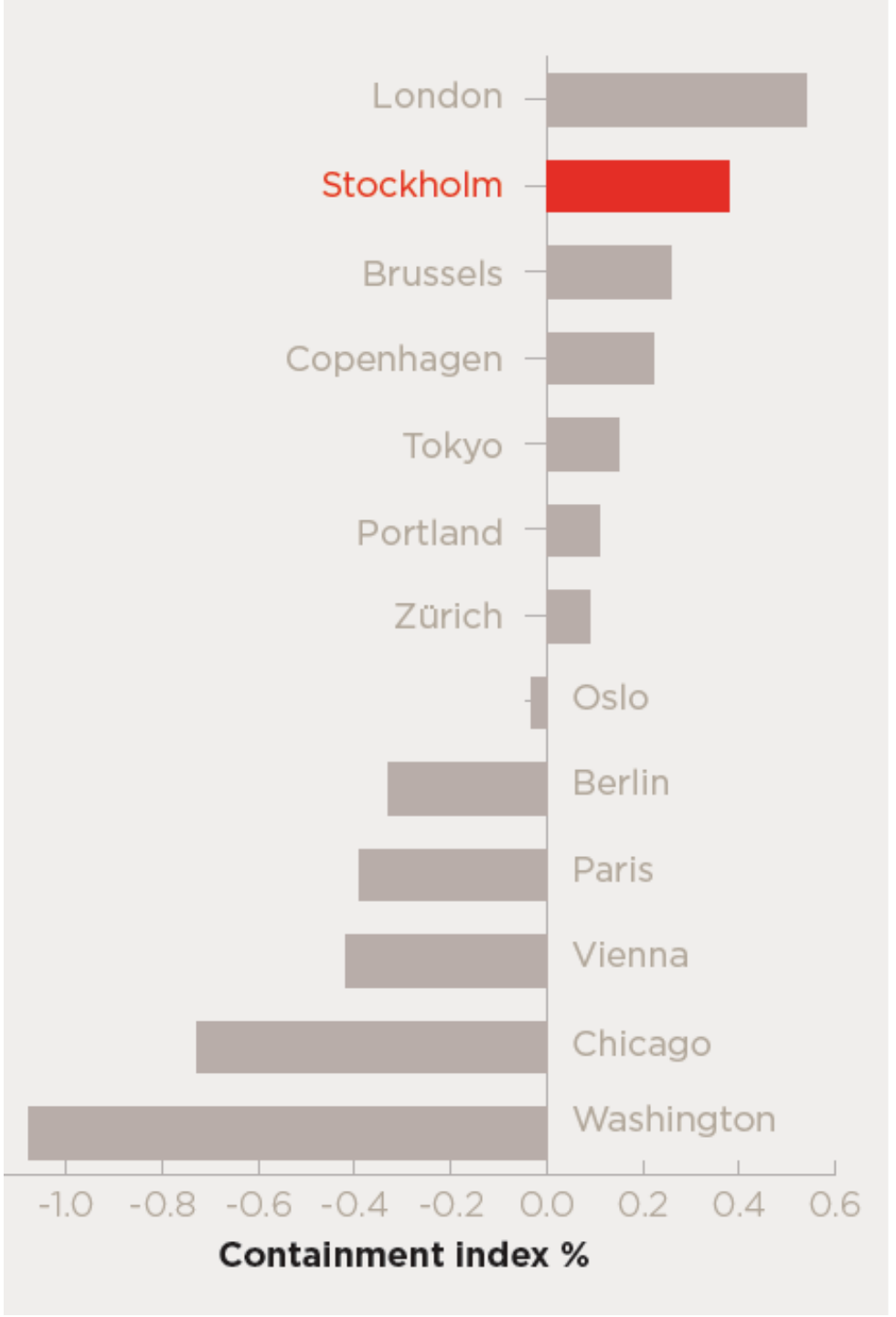
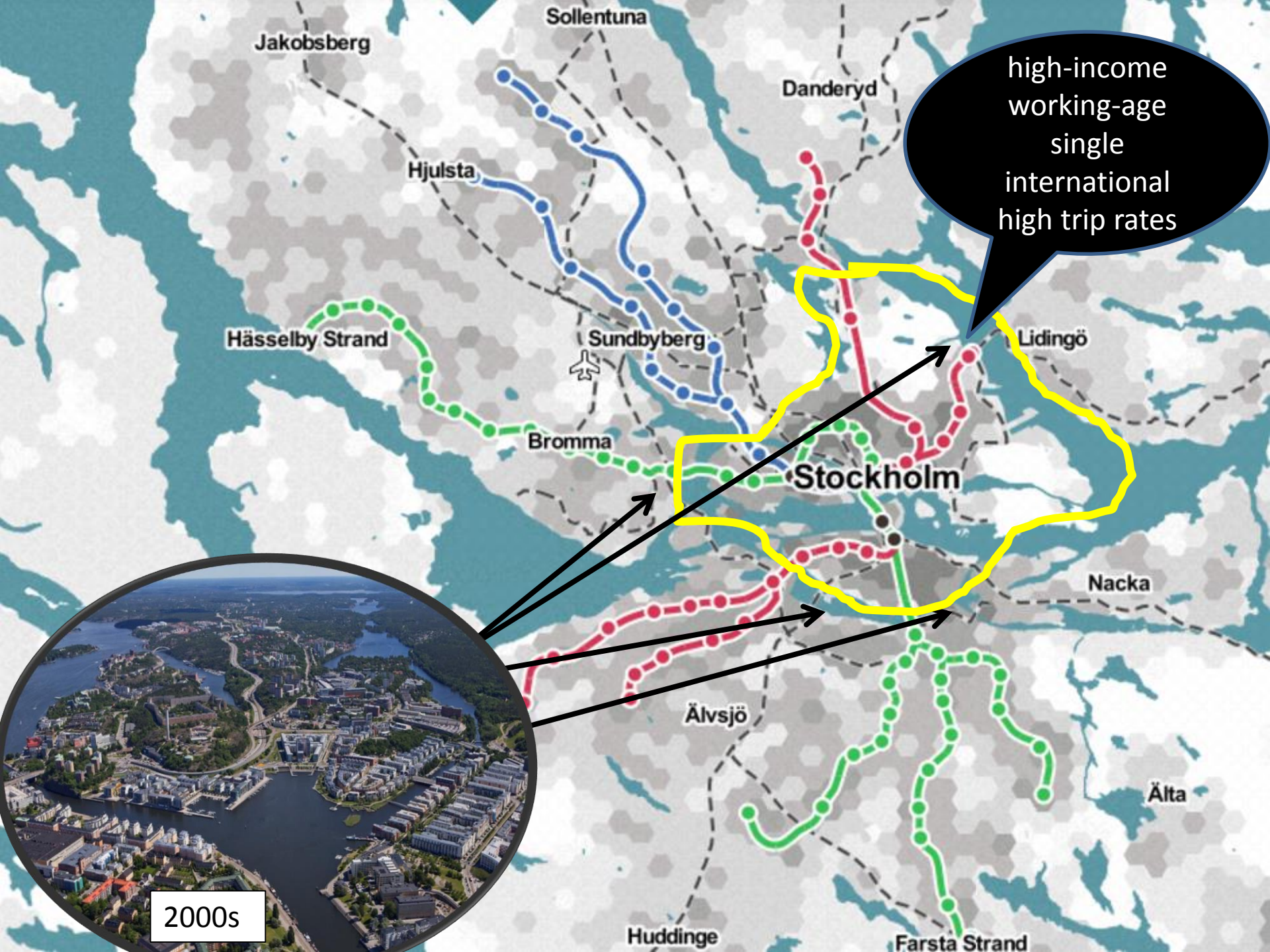
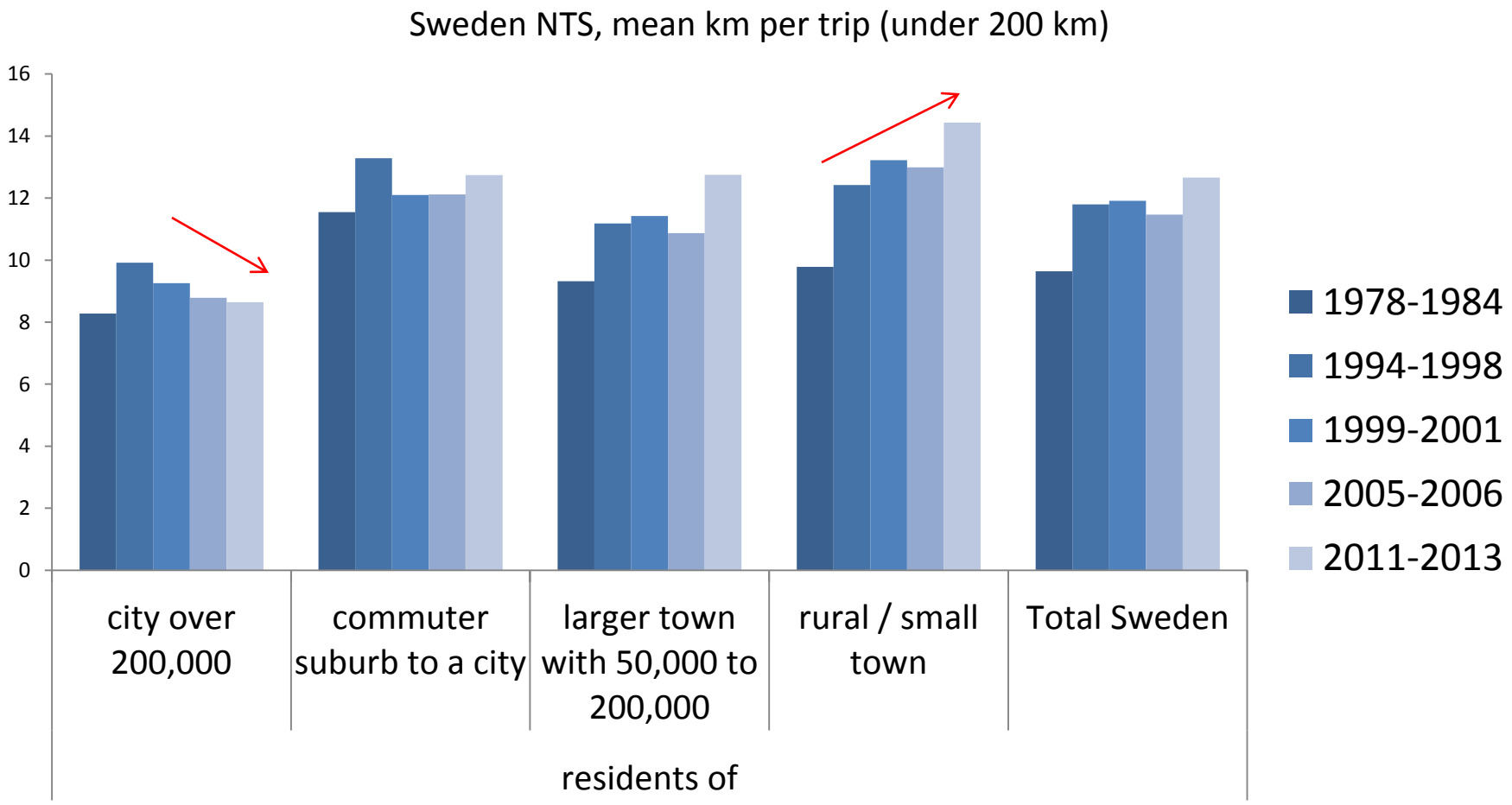
Why Stockholm?

- High income & growth
- Digital economy, agglomeration, sorting
- Immigration
- Congestion charge
- Bicycles and transit gaining from cars

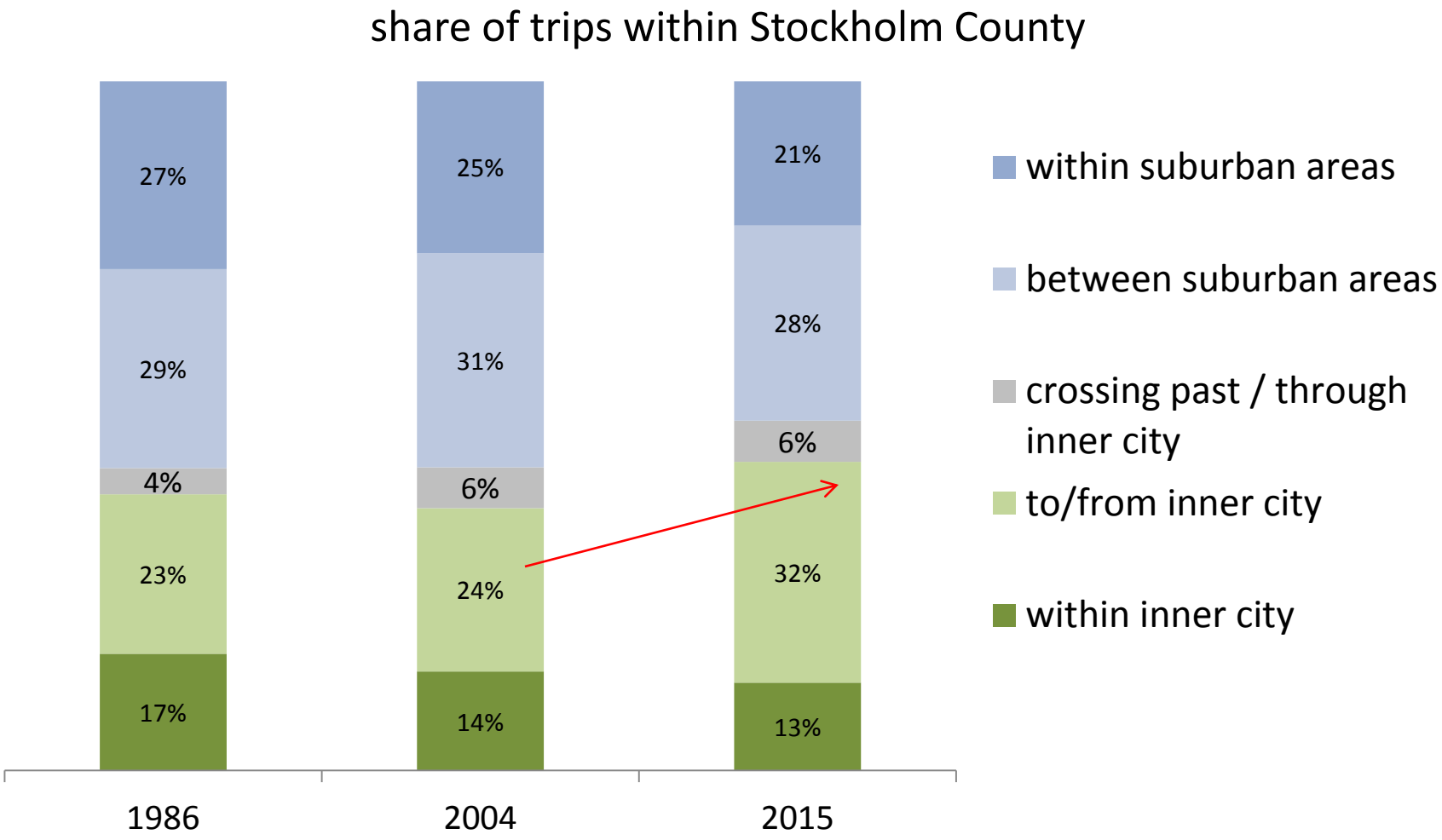


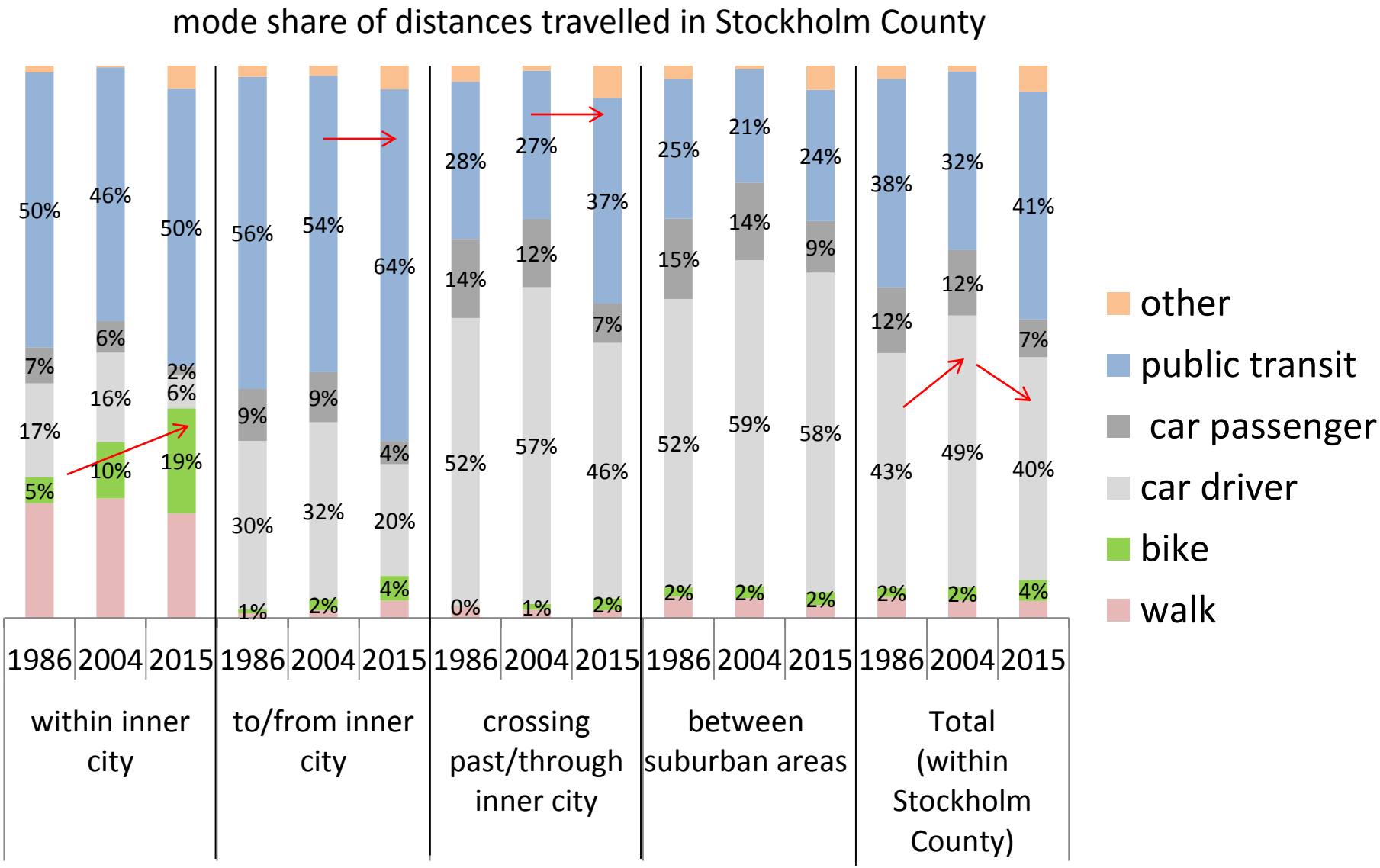

Sollentuna
Jakobsberg
Danderyd
high-income
working-age
single
international
high trip rates
Hjulsta
Hässelby Strand
Sundbyberg
Lidingö
Bromma
Stockholm
Nacka
Älvsjö
Älta
Huddinge
Farsta Strand
2000s

Spatial divergence of mean trips lengths



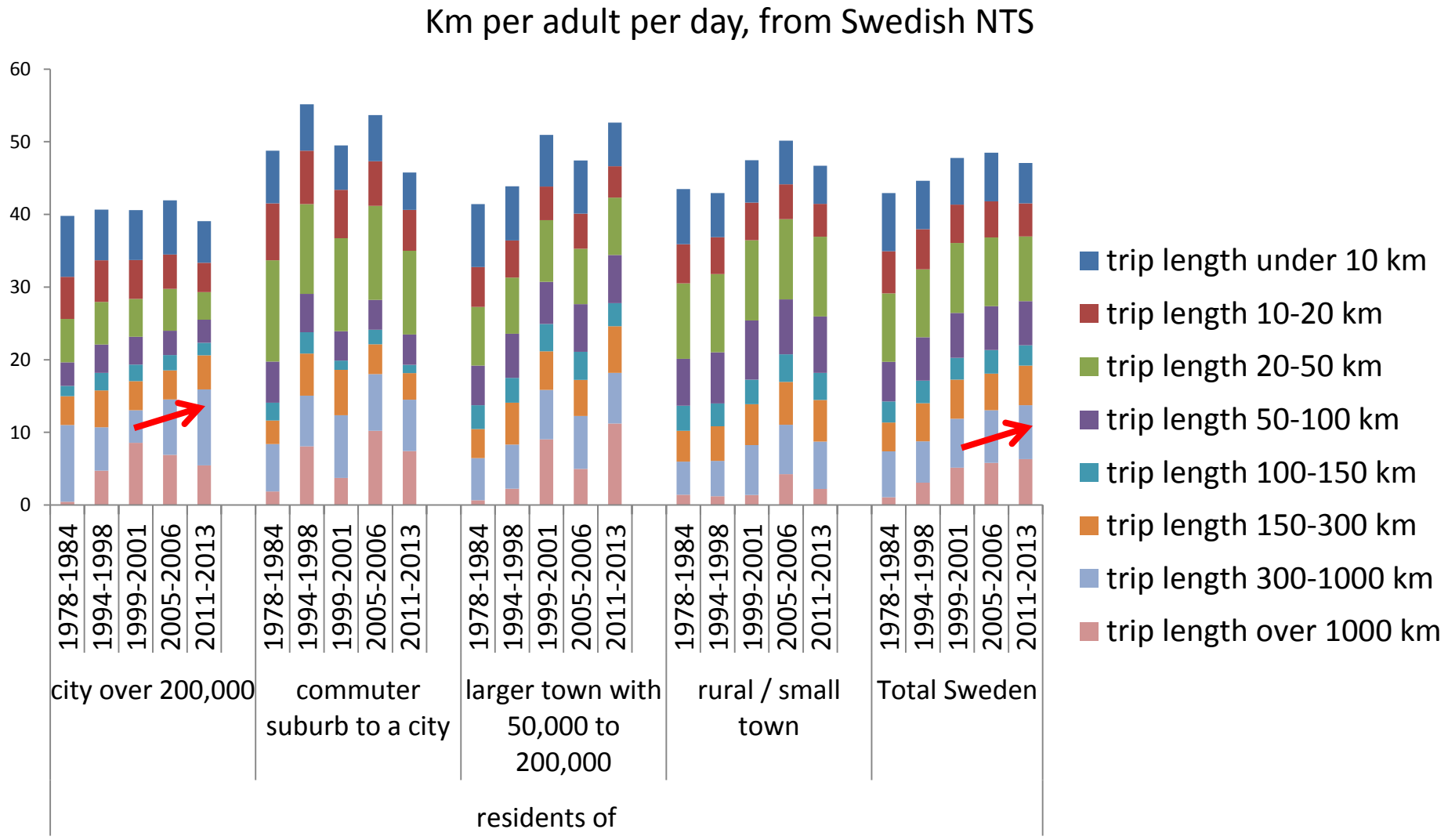
metropolitan area travel


share of trips within Stockholm County
27%
29%
4%
23%
17%
25%
31%
6%
24%
14%
21%
28%
6%
32%
13%
1986
2004
2015
within suburban areas
between suburban areas
crossing past / through inner city
to/from inner city
within inner city


mode share of distances travelled in Stockholm County
50%
7%
17%
5%
46%
6%
16%
10%
50%
2%
6%
19%
56%
9%
30%
1%
54%
9%
32%
2%
64%
4%
20%
4%
28%
14%
52%
0%
27%
12%
57%
1%
37%
7%
46%
2%
25%
15%
52%
2%
21%
14%
59%
2%
24%
9%
58%
2%
38%
12%
43%
2%
32%
12%
49%
2%
41%
7%
40%
4%
1986
2004
2015
within inner city
to/from inner city
crossing past/through inner city
between suburban areas
Total (within Stockholm County)
other
public transit
car passenger
car driver
bike
walk

long distance travel

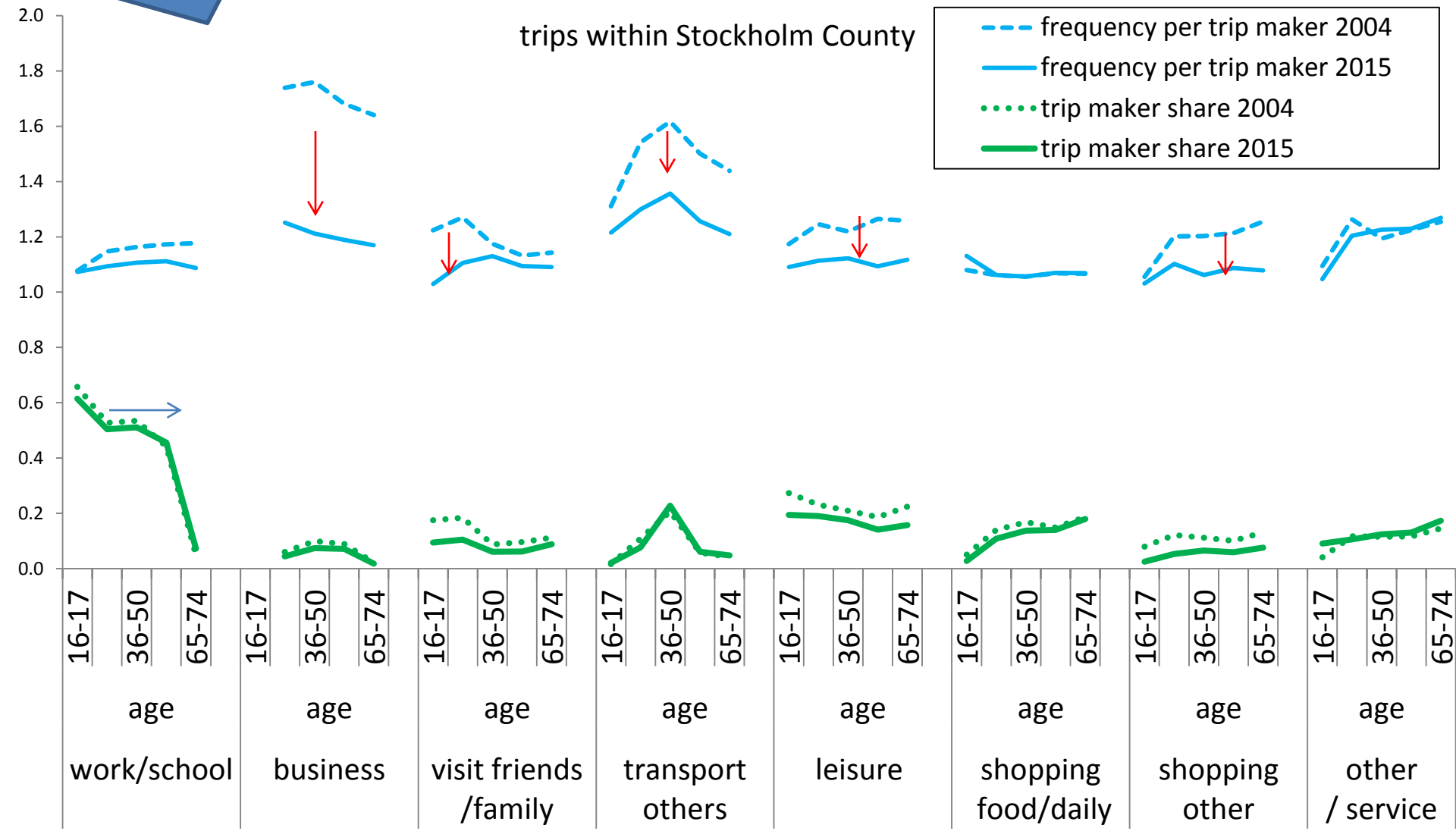
more long-distance trips



activities

Strongest reductions among men, young-adults, car owners, outer suburban

fewer trips per trip-maker

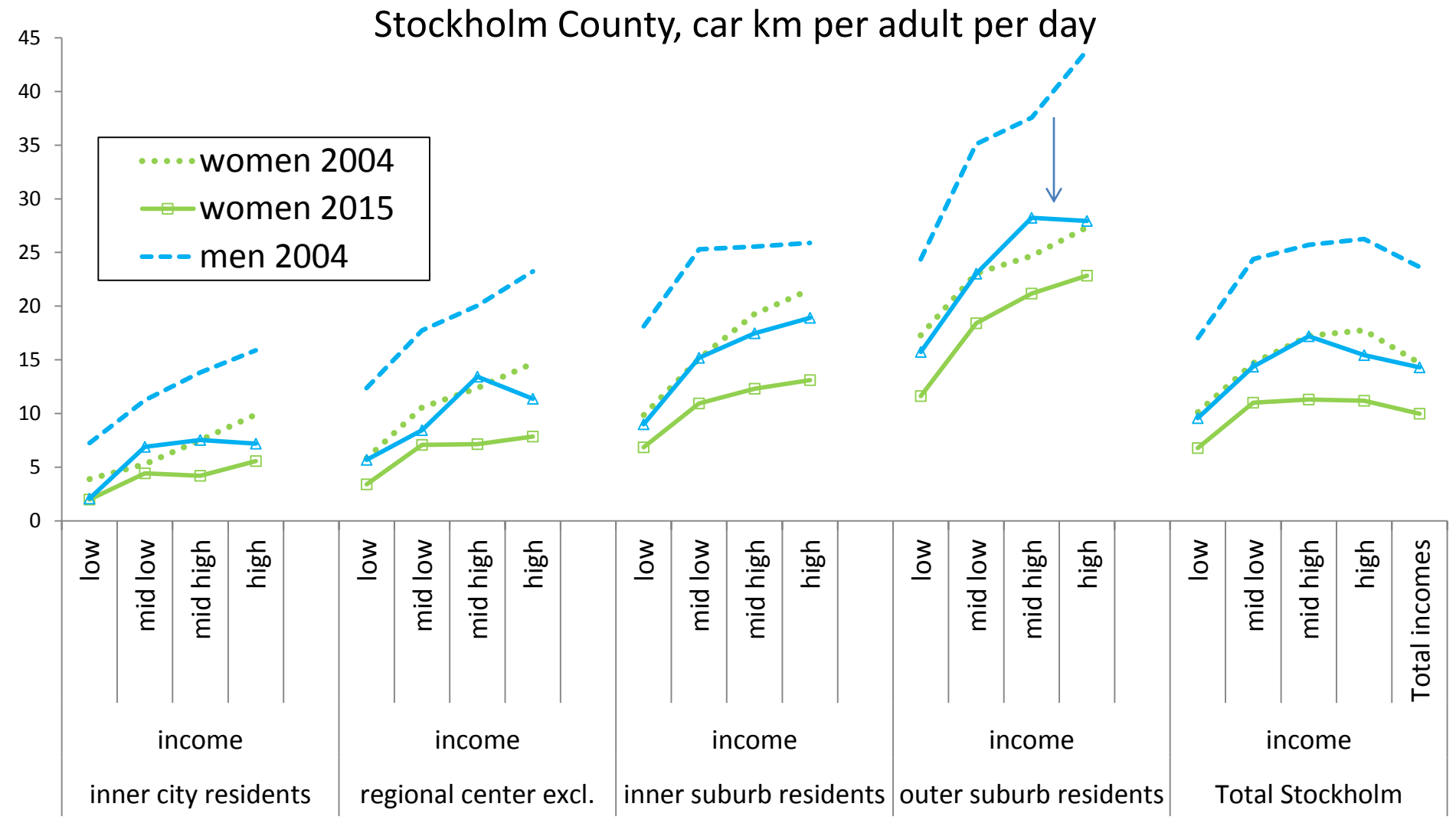


ICT related trends

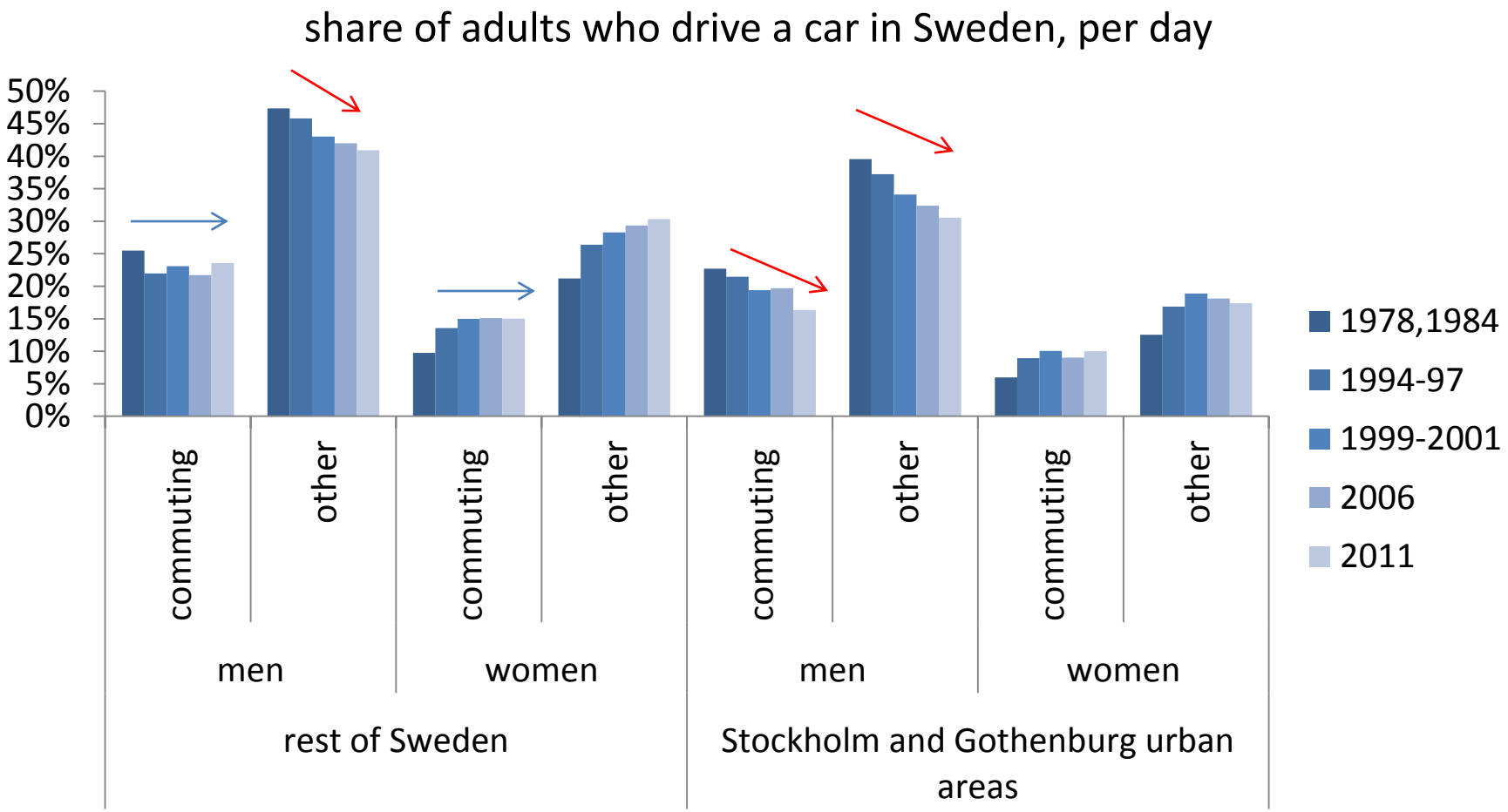
- 3-4% work fully from home on a given day
- agglomeration, population sorting
- more professional traffic
- fewer local trips, more long-distance trips

car use

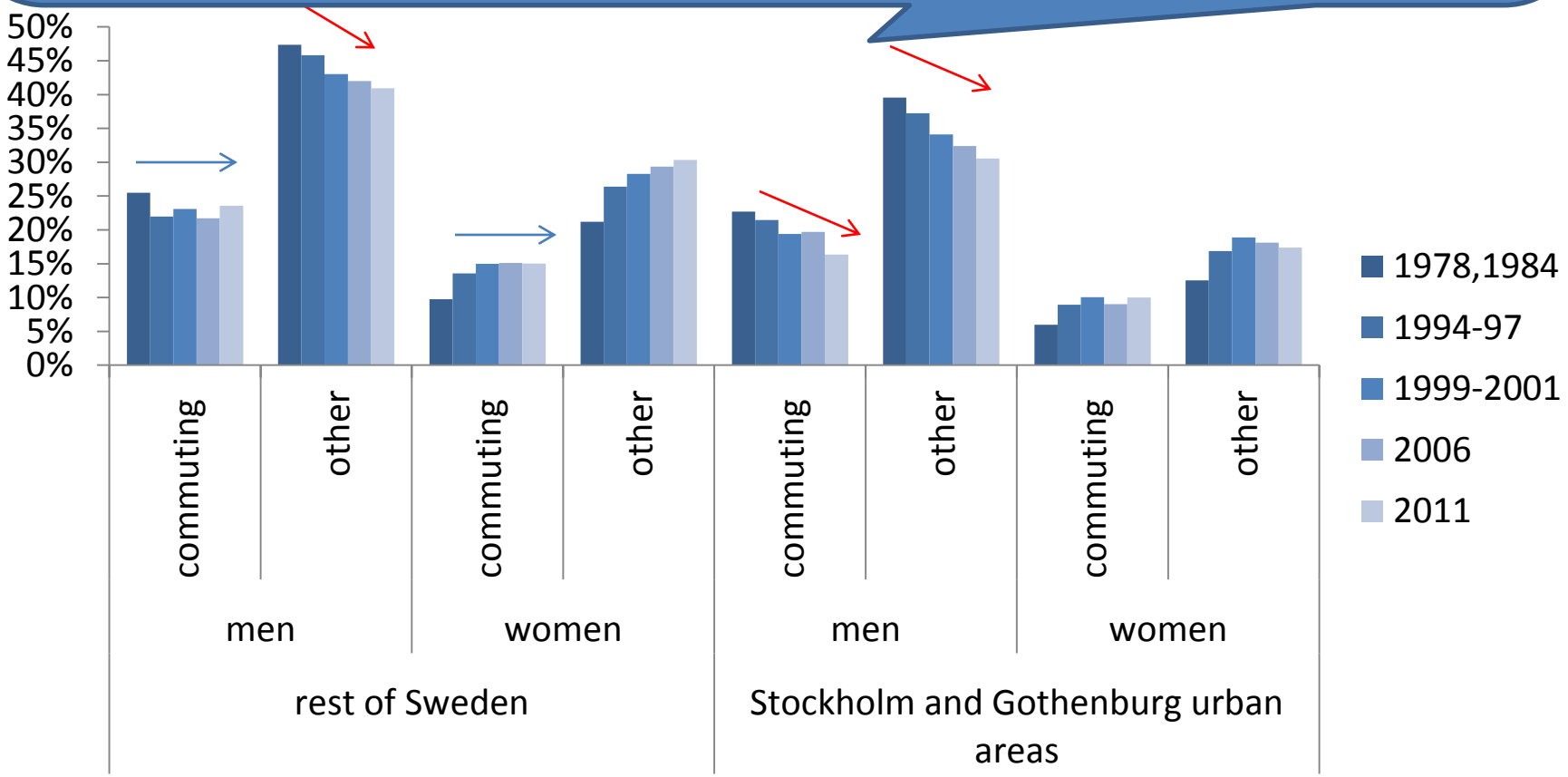
Car km: reduced most among outer suburban men



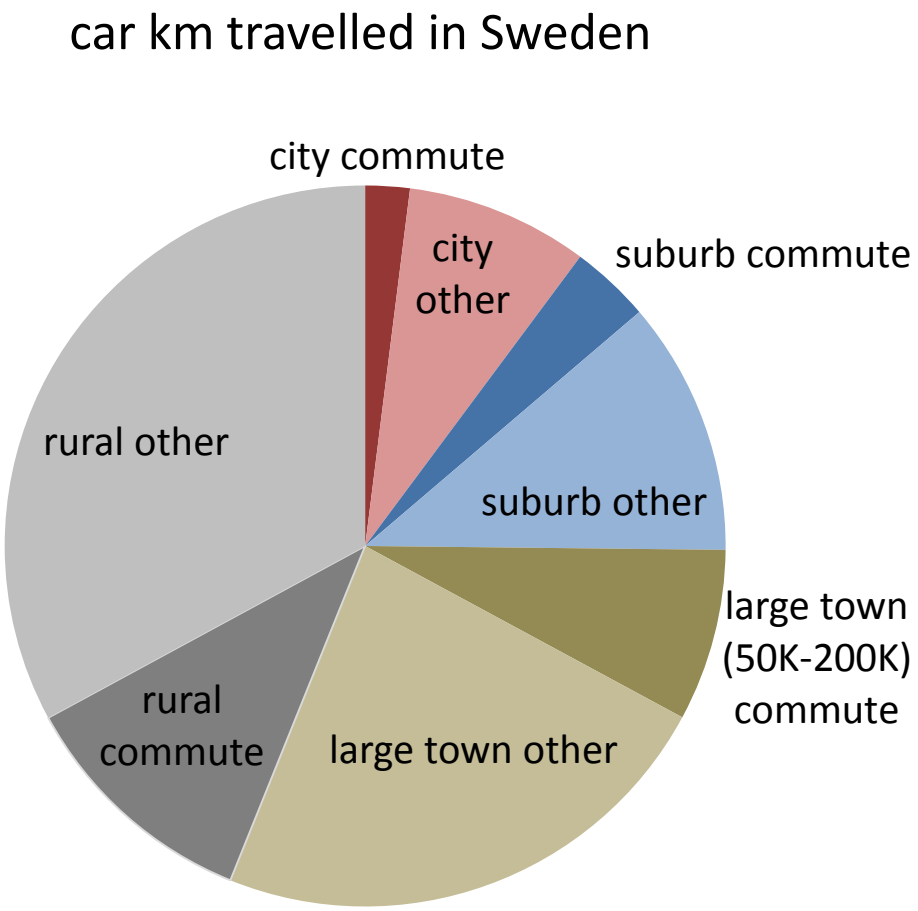
Those with best opportunities to reduce car use did: men, urban, non-commuting



widening gaps in car access: increasingly high-income, age 35+, company car, outer suburban



climate issue ≠ city commuting

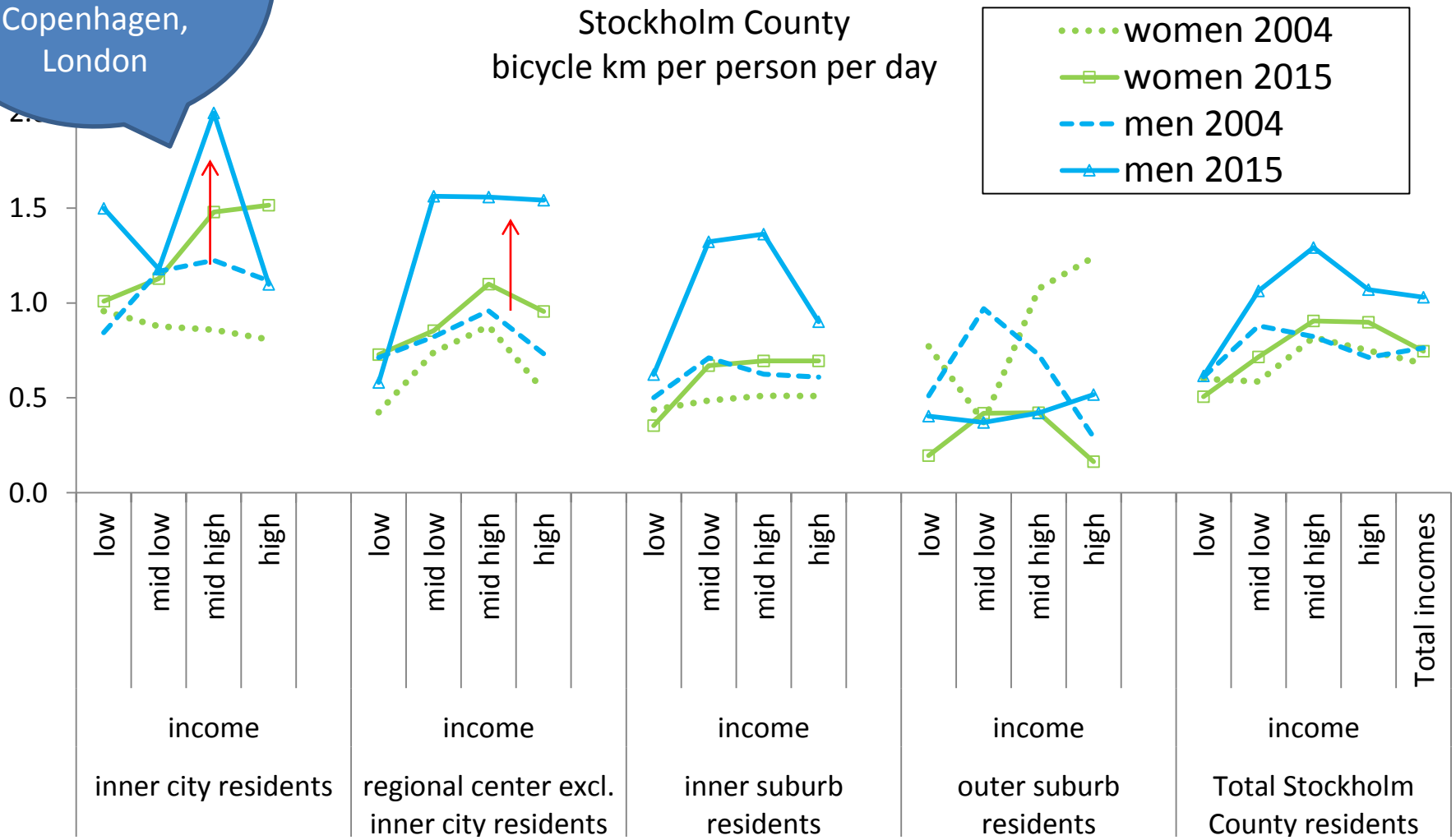


Source: Swedish NTS 2011-2013

bicycling

Bicycle becoming commute mode for urban high-income (men)

Similar spatial divergence in Berlin, Copenhagen, London



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