

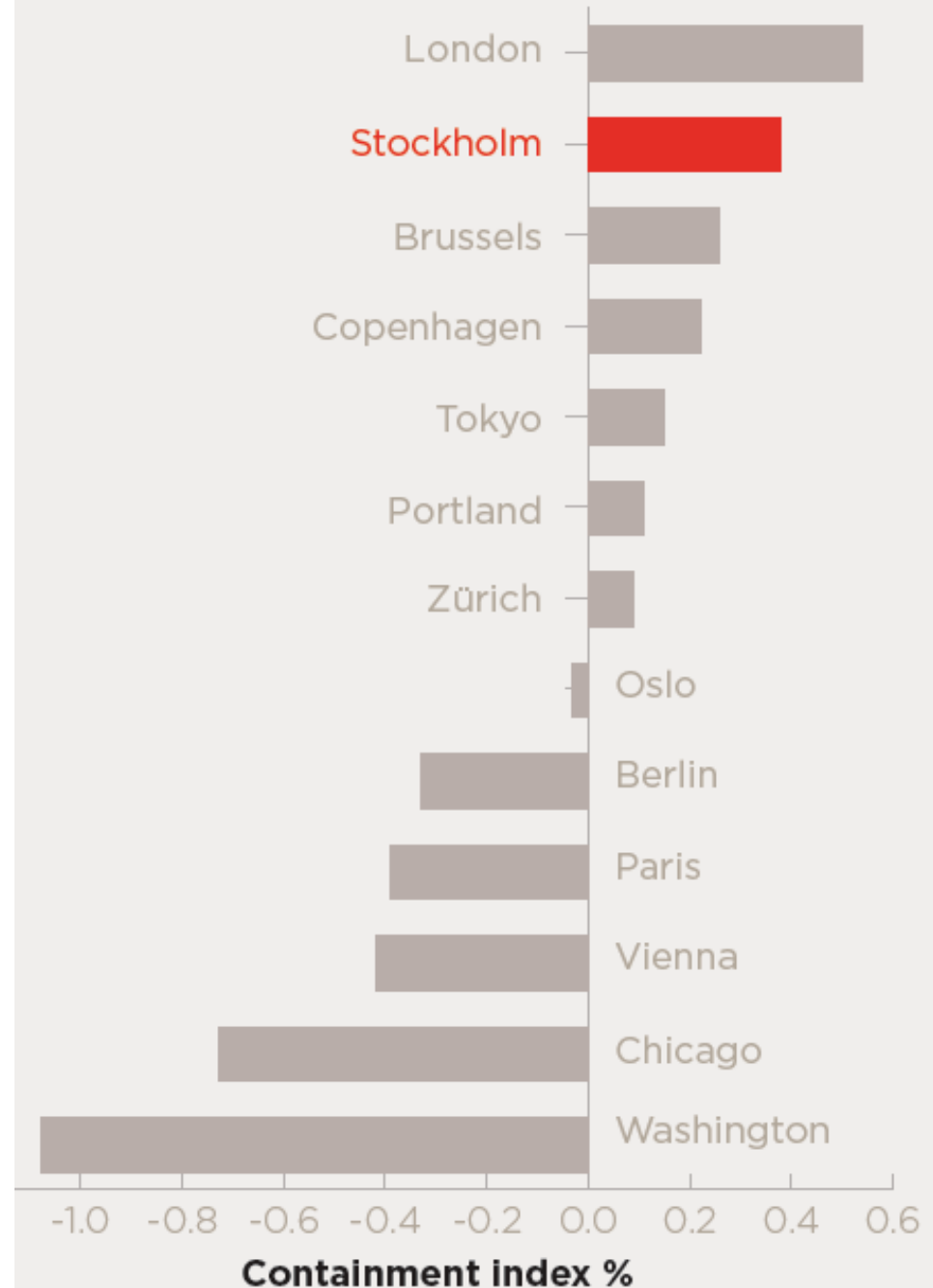


Growing the city inwards

Anne Bastian & Maria Börjesson

Why Stockholm?

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





Jakobsberg

Sollentuna

Danderyd

Hjulsta

Hässelby Strand

Sundbyberg

Bromma

Stockholm

Nacka

Ekerö

Skärholmen

Älvsjö

Älta

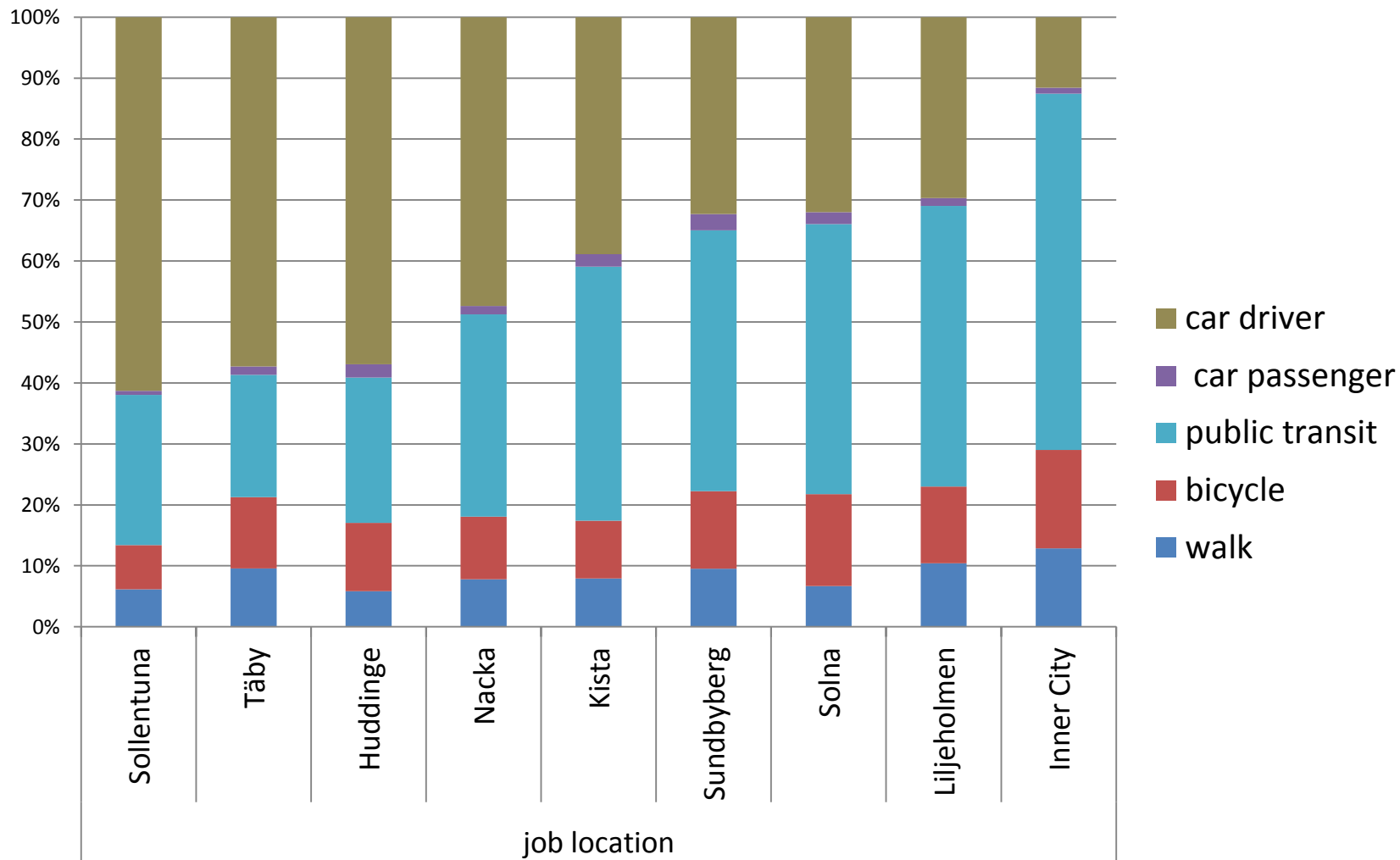
Botkyrka

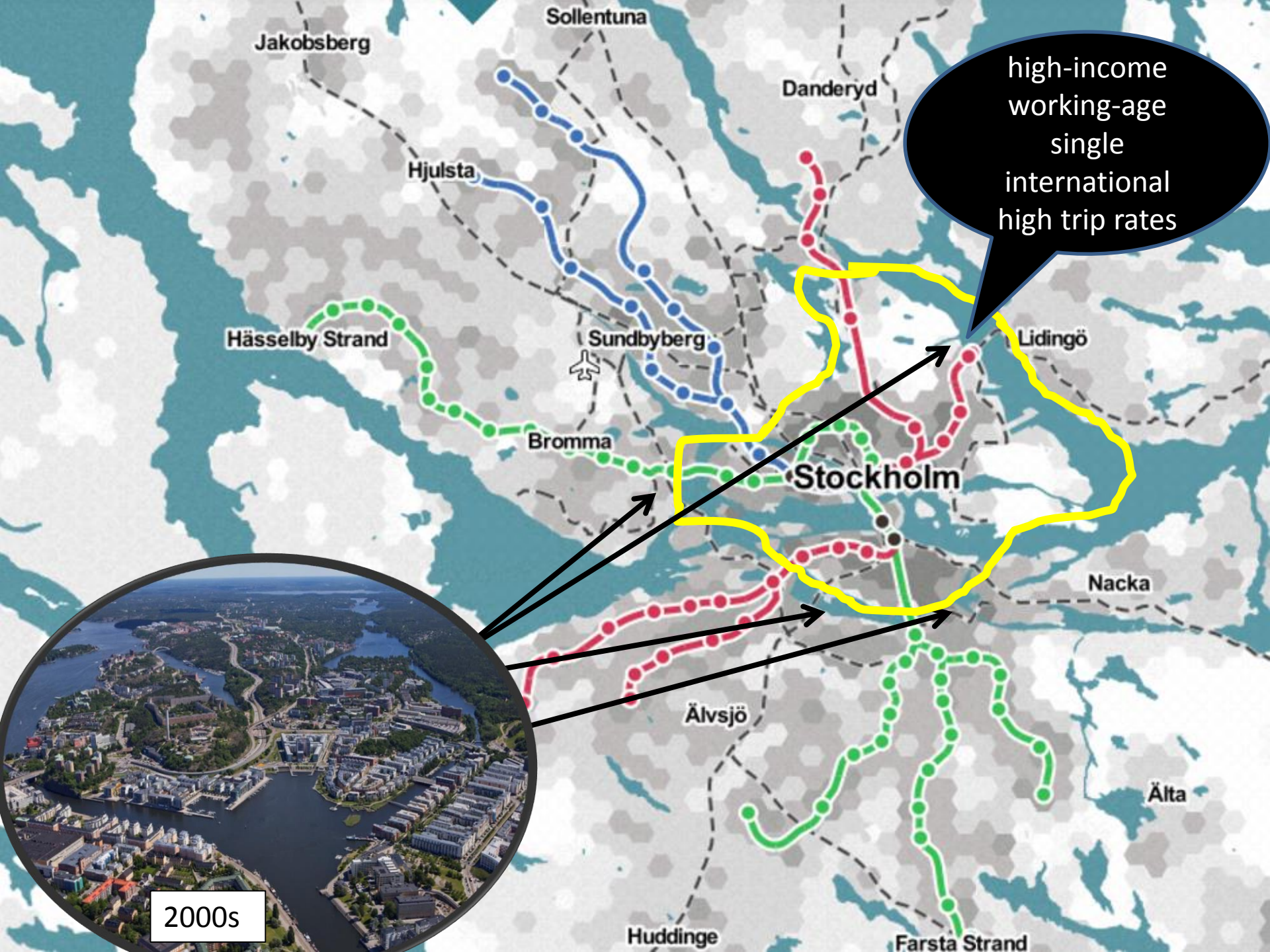
Huddinge

Farsta Strand

1960s - 90s

Mode share of commutes, by job location



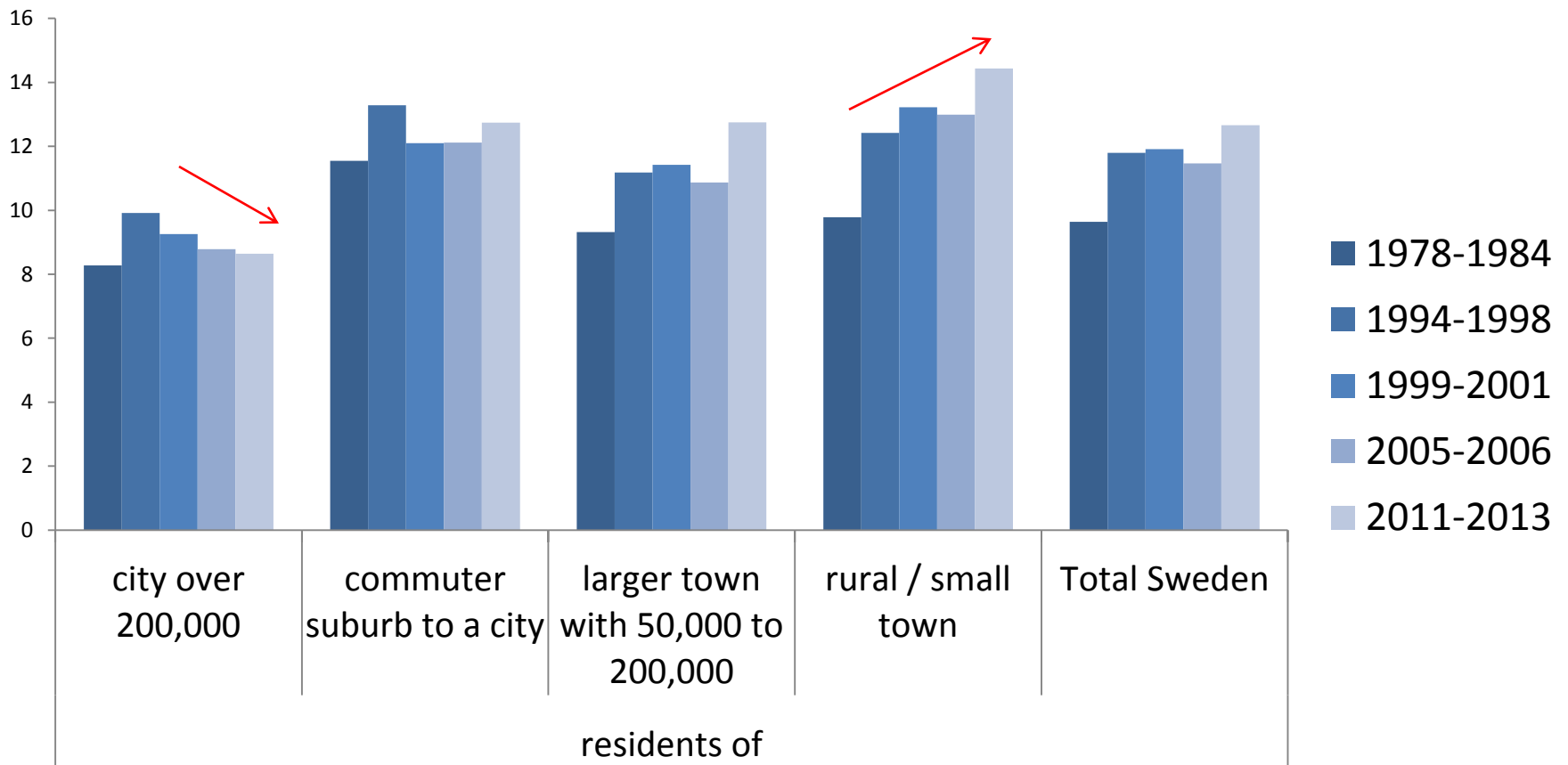


high-income
working-age
single
international
high trip rates



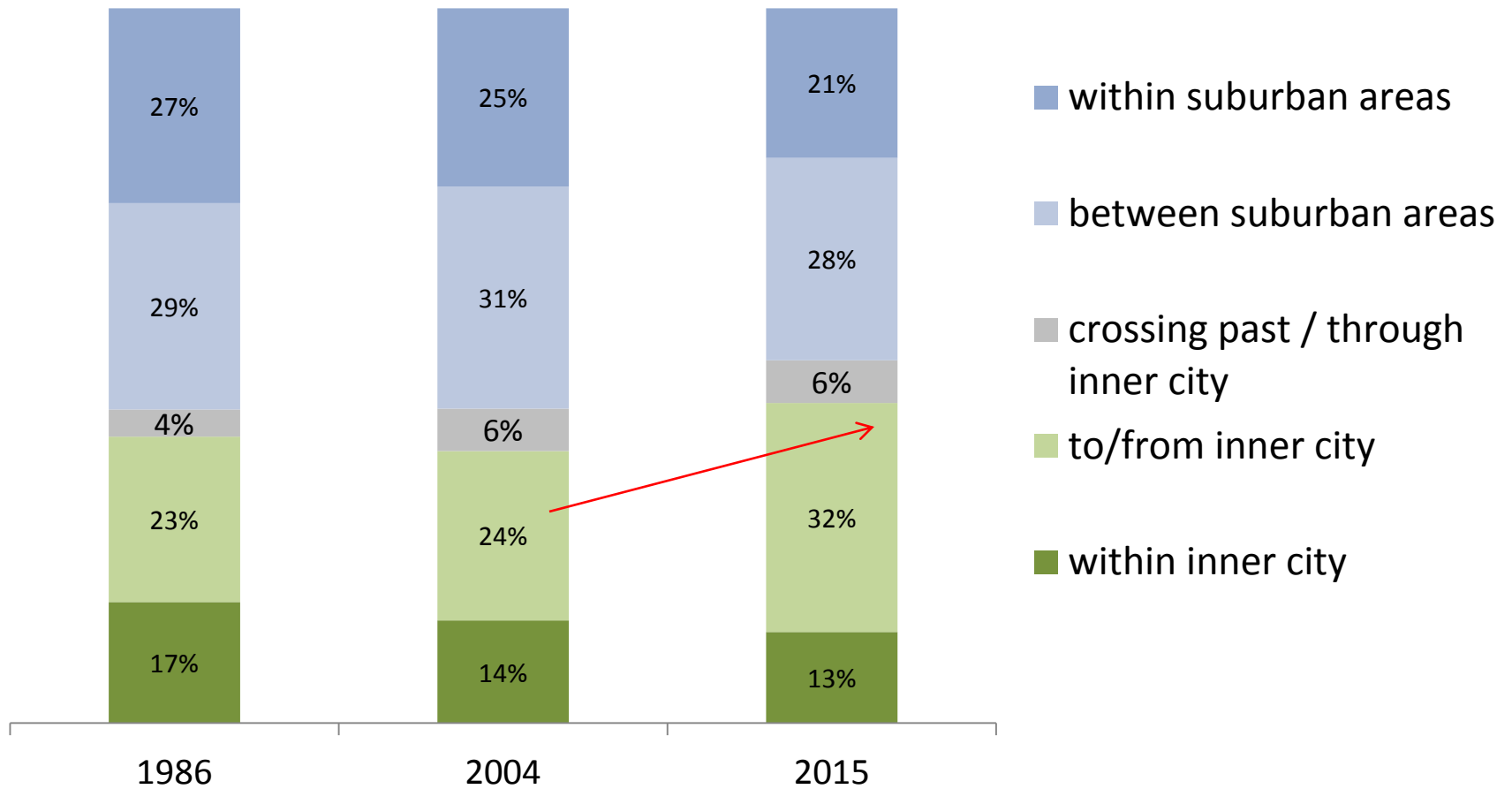
Spatial divergence of mean trips lengths

Sweden NTS, mean km per trip (under 200 km)

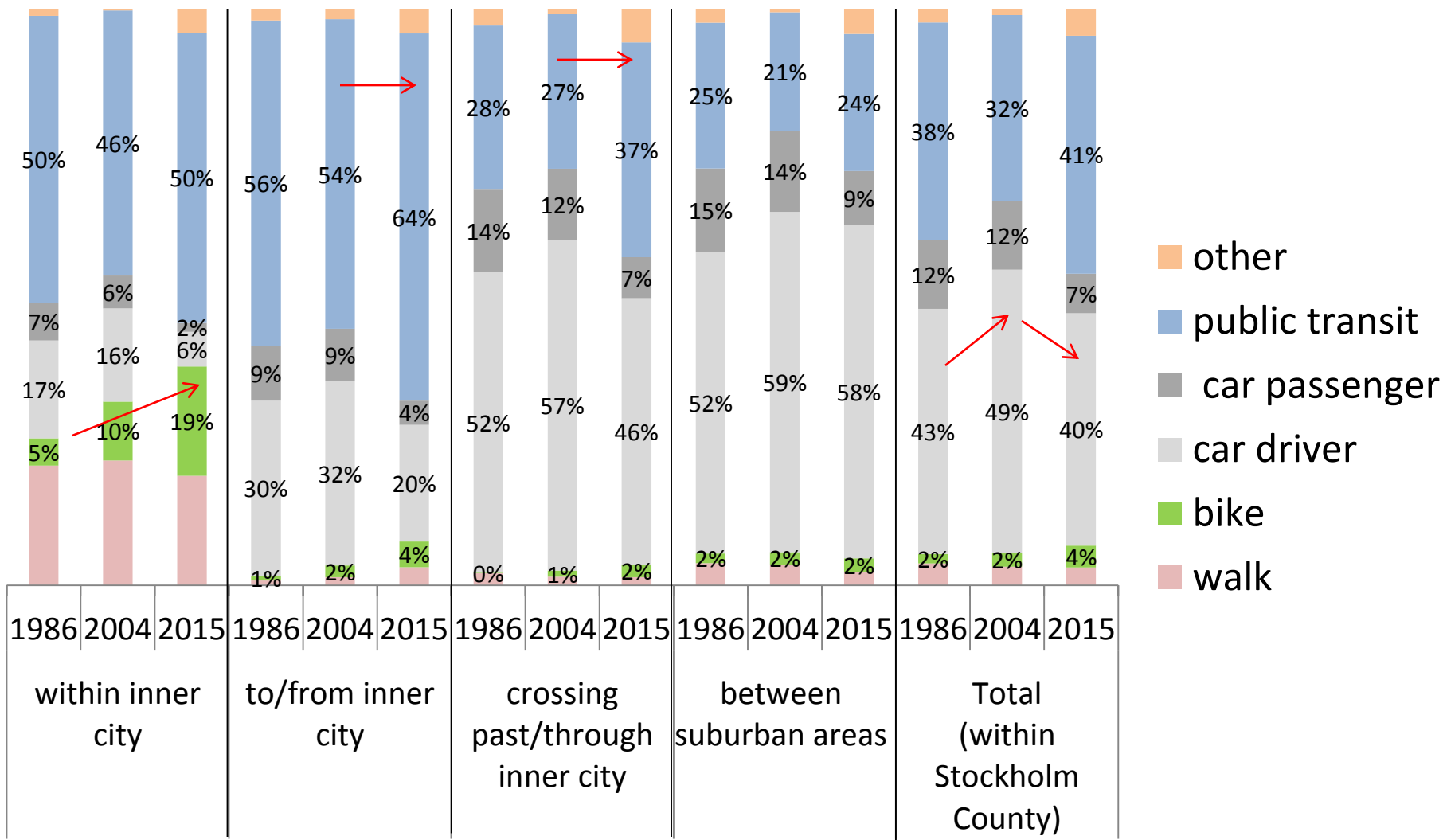


metropolitan area travel

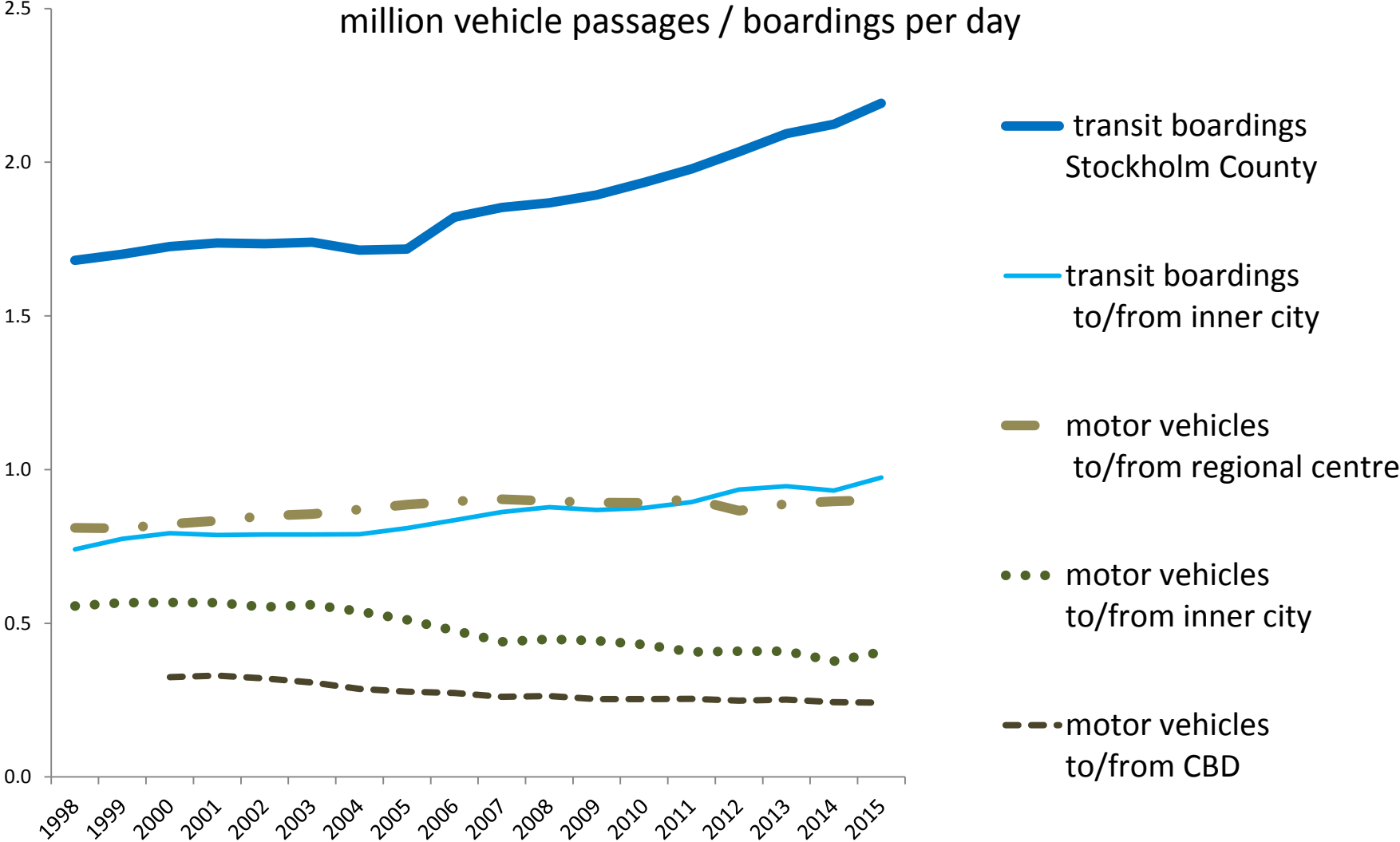
share of trips within Stockholm County



mode share of distances travelled in Stockholm County



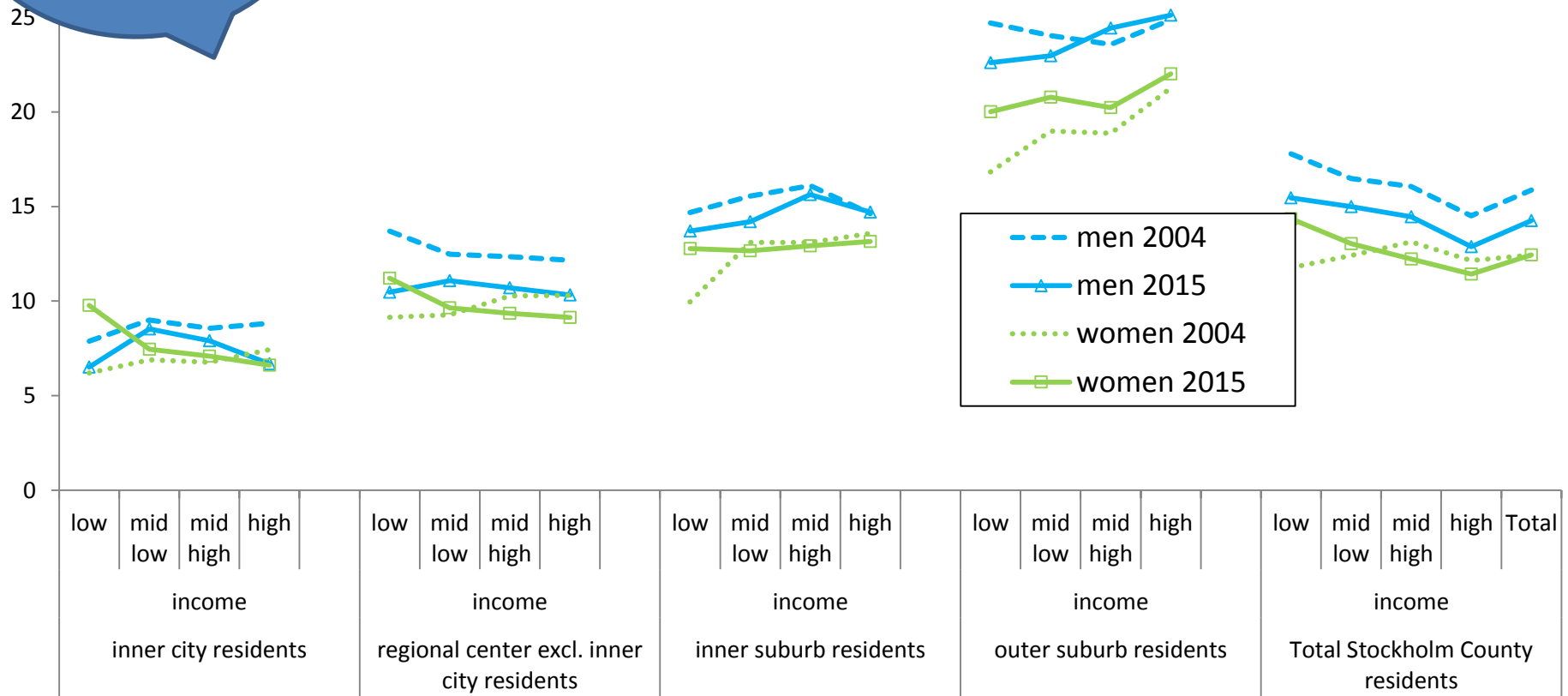
million vehicle passages / boardings per day



No gender gaps in commuting for city jobs /city residents

Similar spatial gender gap differences in Montreal and San Francisco

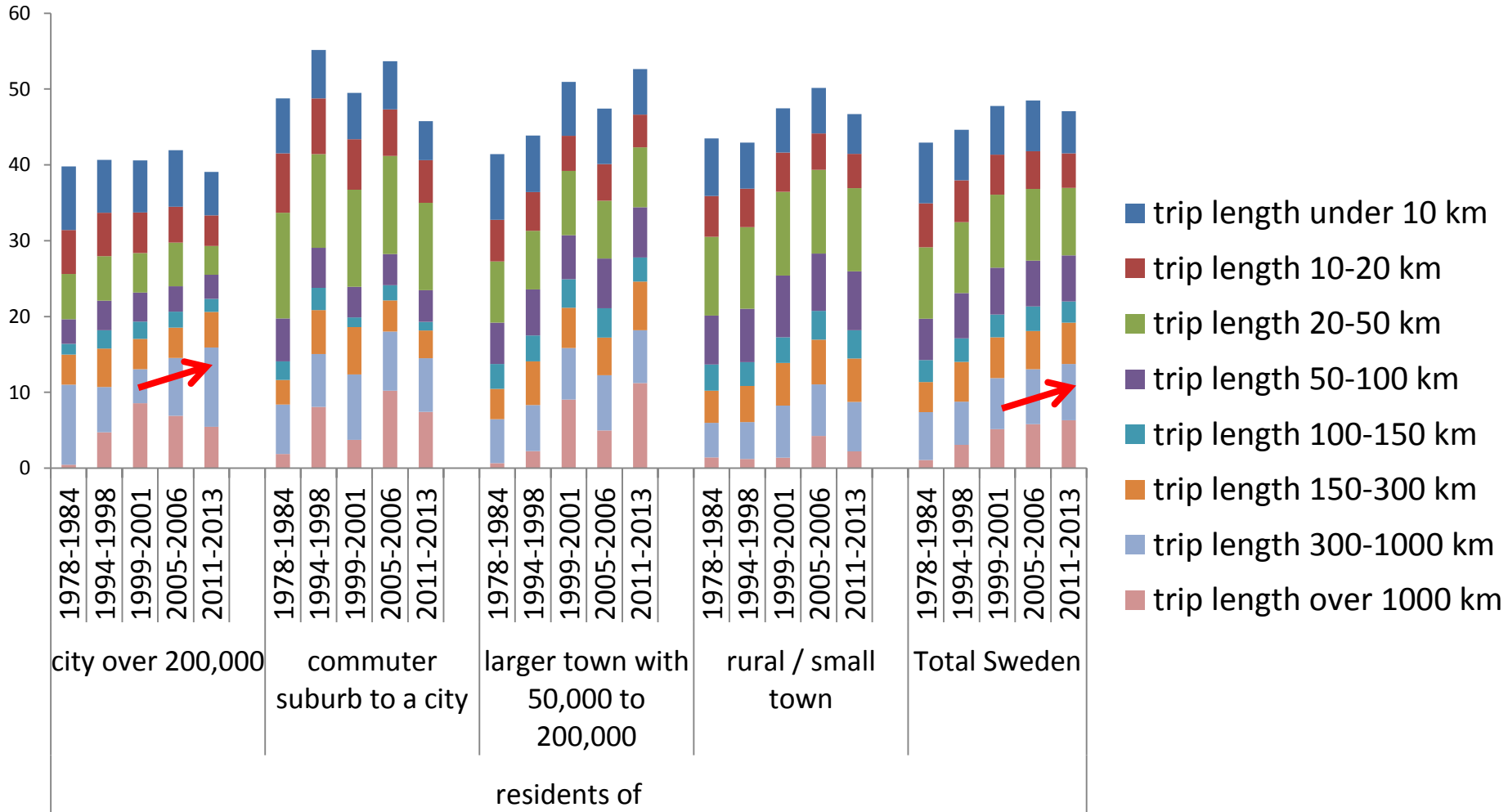
Mean commute distance in km



long distance travel

more long-distance trips

Km per adult per day, from Swedish NTS



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

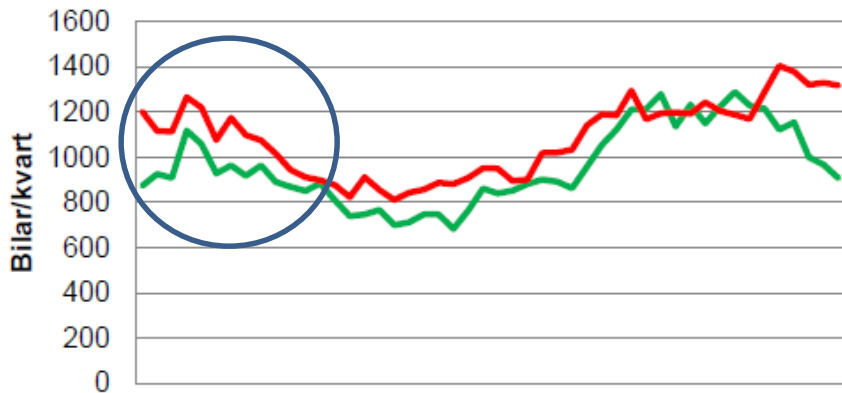


car use

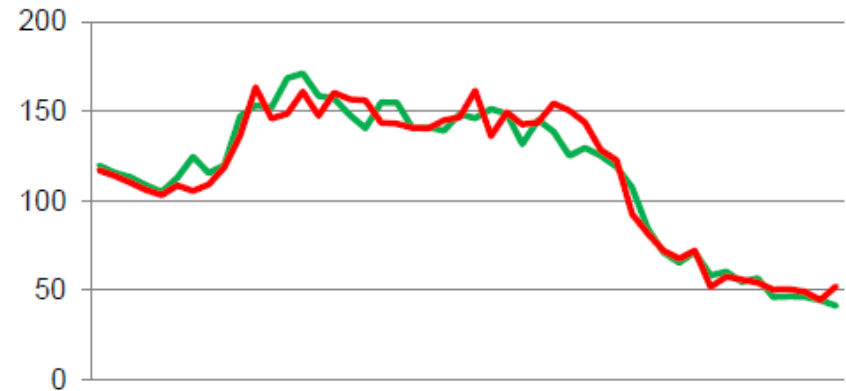
Bypass motorway before and after charge

Passages 6:30 – 18:30. Charge amount 1-3 GBP.

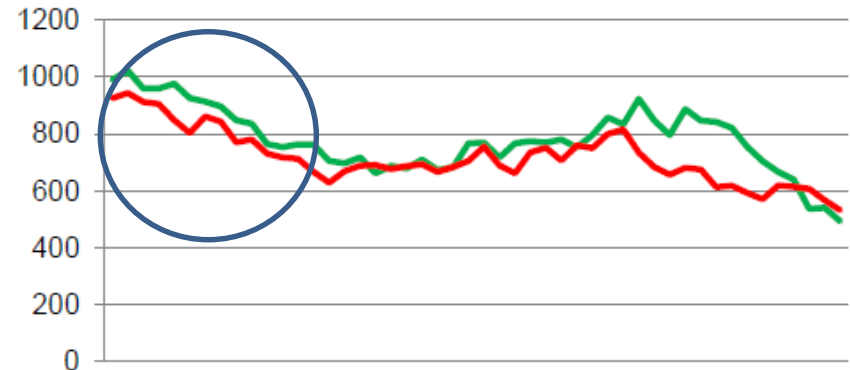
private cars



trucks / vans



company owned cars



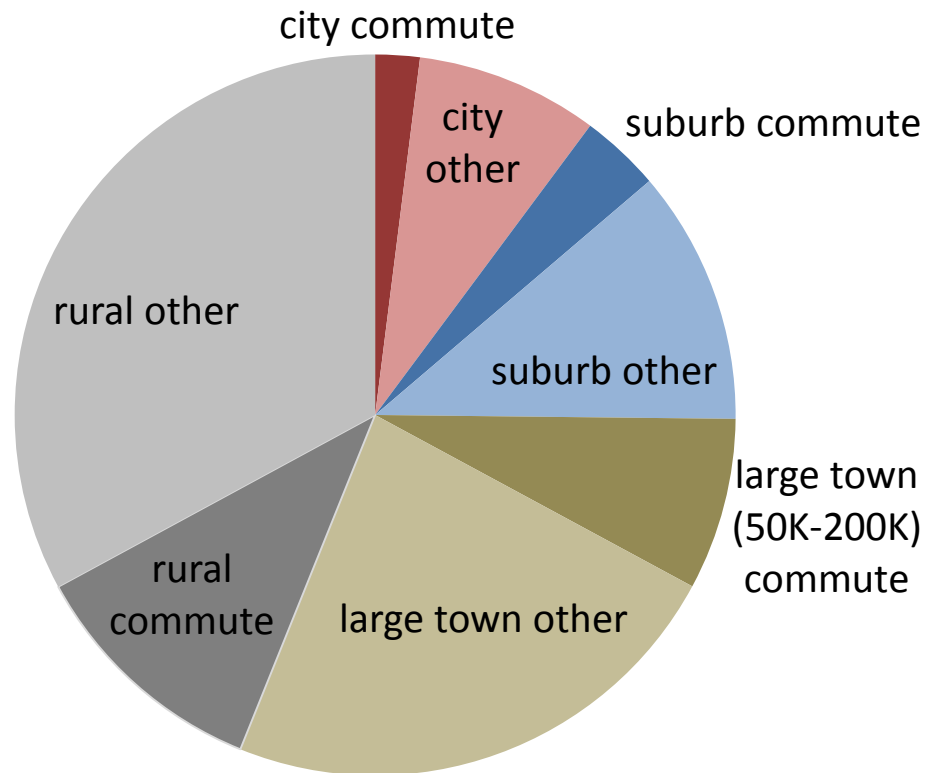
Also widening gaps in car access: increasingly high-income, age 35+, company car, outer suburban

Before (2015)

After (2016)

climate issue ≠ city commuting

car km travelled in Sweden



conclusions

- New policies for professional traffic
 - Responsive to GDP but not pricing
 - Incentive structures for autonomous fleets
- Long-distance and non-urban travel key for climate impact
 - Steer population and jobs towards denser areas
 - Conflicts of interest, need planning at regional level
 - Consider all alternatives to polycentric planning, not just sprawl
- City agglomeration
 - Not all cities digital economy hubs & growing from within
 - Car use can decrease even without transit expansion
 - Improved accessibility but also of population sorting and housing issues
 - High income => central => lower car use (but more flight & speed rail)



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