

THE WALKABLE CITY

Stockholm City Plan

Adopted by Stockholm City Council on 15 March 2010



Foreword

Stockholm has fantastic qualities that take it far beyond its status as capital of Sweden. Stockholm combines great expanses of water and greenery with a historic city centre and contemporary architecture. People from around the globe converge on the city in search of the metropolitan buzz, excitement and opportunities. Stockholm currently faces the challenge of sensible growth, where more inhabitants than ever in its history can live and enjoy a city with attractive new housing, a dynamic business climate, a knowledge-driven education system, quality care, good sporting facilities, a rich range of experiences and an outstanding environment. This is why Stockholm City Council has adopted Vision 2030: a world-class Stockholm.

With its decision on a new City Plan, the City of Stockholm has launched its vision of a walkable city, as a response to how we can meet these challenges and create a structure within which the city can grow. The core idea is for the city of the future to develop in pace with the people of Stockholm themselves, with a focus on the qualities of this human, safe and environmentally friendly city. The strategies for this are to continue strengthening central Stockholm, to invest in attractive strategic nodes, to connect the different parts of the city and to promote an attractive, vibrant and safe urban environment across the whole of Stockholm.

Stockholm has constantly grown ever since it was founded back in 1252, taking on its unique look and feel. The city's first plan was put together by Governor Clas Fleming in 1634 and created Stockholm's grid layout radiating from the Royal Palace. When the next major plan was produced by lawyer Albert Lindhagen in 1866, it extended the existing structure for a Stockholm in a time of industrialisation. The break with these plans came in the 1930s with the advent of Modernism.

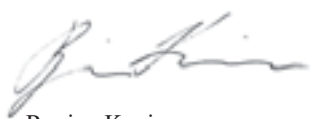
Stockholm's new City Plan takes as its starting point a city that grows on human terms. It does so by not losing sight of the historic assets created throughout the life of the city, while also looking forward and creating conditions for healing the wounds that have been left in the fabric of the city. In the future, the walkable city will not stop at the historic tollgates around the centre, but will stretch far beyond and link up the whole of Stockholm.

The city's green spaces are to be developed so that Stockholmers can enjoy them fully, and new parks are to be created and established. Nine strategic nodes have been identified in the outer city, marking where a more concentrated cityscape would be a valuable addition. The assets in these nodes, in the form of shops, housing, sporting facilities and proximity to nature, can be improved, helping to create greater well-being and a safer, more vibrant living environment across Stockholm.

With the City Plan, Stockholm aims to follow the lead of Fleming and Lindhagen in establishing a walkable city of interconnected neighbouring districts. The guidelines now being drawn up will determine what the city of our children and grandchildren will look like and how it will work. Stockholm is rapidly on its way to a population of a million. It is on this basis that Stockholm's City Plan has been drawn up and it is the above perspective and values that will take the city into its next incarnation – for all the people who live and work in the capital.



Sten Nordin
Mayor of Stockholm



Regina Kevius
*Vice Mayor for
City Planning and Sports*

How Stockholm is governed on the way to world class



Stockholm City Hall.

THE DEMOCRATIC PROCESS

City Council

In the council chamber of Stockholm City Hall, the 101 elected members of the City Council make decisions that affect everyone who lives in the City of Stockholm. The members are appointed every four years when elections for Sweden's parliament, the county councils and municipal councils are held. The party that receives the most votes has the most representatives on the City Council, and therefore a greater chance of influencing the decisions. One representative on the City Council is the same as one seat. Fifty-one seats are required to obtain a majority in the City Council. The City Council sets goals and guidelines for the City of Stockholm's operations. The City Council convenes every third Monday, led by the Presidency, and the meetings are open to the general public. You are welcome to attend a meeting in the City Hall. You can also listen on the radio or follow the meeting on online TV. Further information about this can be found on our website, www.stockholm.se

City Executive Board

As most members of the City Council have other jobs alongside their political roles, they are unable to study all the details of a particular matter. Responsibility for this rests with the City Executive Board. Stockholm's City Executive Board comprises 13 members from both the majority and the opposition parties. They make sure that the members receive a compilation of all the facts and proposals before they make a decision. The City Executive Board has overall responsibility for ensuring that decisions are implemented, followed up and evaluated. It is also responsible for the city's financial administration and long-term development. Meetings of the Board are not open to the general public, but you can read what has been decided on the city's website.

The City Executive Board is assisted by two administrations. One, the Executive Office, is responsible for control, follow-up and development of the city's operations and for ensuring that all the political decisions are implemented. The other, the Secretariat to the Council and City Executive Board, performs secretarial duties for the City Council and City Executive Board. It is also responsible for the City Hall register, where all the documents are registered, and the archive.

Divisions and Vice Mayors

Twelve politicians in the City of Stockholm are fulltime employees. They are the Mayor and the Vice Mayors who are appointed by the City Council. The majority has a Mayor and seven Vice Mayors, and the opposition has four Vice Mayors. A Vice Mayor in Stockholm can be likened to a Municipal Commissioner in other Swedish municipalities. The Mayor and each majority Vice Mayor is head of a Division – that is a department with responsibility for a particular area of operation, such as the Mayor's Office or the Schools and Education Division. Together the Mayor and the 11 Vice Mayors form the Council of Mayors, and they prepare matters for the City Executive Board. The Mayor holds a special position among the Vice Mayors, chairing both the Council of Mayors and the City Executive Board.

On the way to a world-class city

The Stockholm of tomorrow is also shaped in the council chamber. What the city will look like, be like and how it will be perceived in the future has been agreed on jointly by all the parties in Vision 2030 – A World-Class Stockholm. The vision describes how Stockholm will develop into an innovative, growing city that is multi-faceted and rich in experiences, always focusing on what is

The City Planning Administration, under the City Planning Committee, is responsible for both comprehensive and detailed planning for the City of Stockholm. It also issues building permits, registers property and land, provides maps and administers housing subsidies. The City Plan must be approved by the City Council.

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best for its citizens. All city operations will work in harmony with the vision's general bearing. If the vision defines the direction of the city's operations, the City Council's focus goals are the closest steps in the same direction. The focus goals are decided on each year in connection with the budget by the City Council, and apply to all administrations and city-owned companies in the City of Stockholm.

THE PLANNING PROCESS

Producing Stockholm's new City Plan is the first step in a rolling and more flexible urban development planning process that also provides clear guidance for future plans.

The planning process

Sweden's Building and Planning Act requires all Swedish municipalities to produce and update a comprehensive plan that serves as guidance for detailed plans and building permits. Swedish municipalities have extensive authority over local land use, sometimes referred to as a 'planning monopoly'.

Land use and building is regulated through legally binding municipal detailed development plans. Building permits are issued in compliance with detailed plans for new building, renovations and additions.

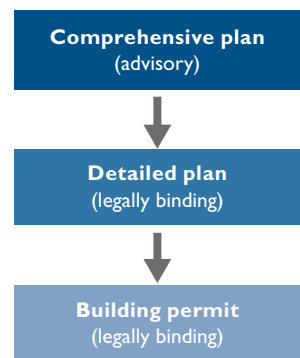
A strategic plan

The new City Plan, The Walkable City, will function more as a strategic navigation tool than a traditional land use plan. The City Plan shows how Stockholm will meet its Vision 2030 goals and provide clear guidance regarding the city's intentions and objectives for sustainable development. The plan also serves as policy guidance for the entire city's areas and functional responsibilities.

A rolling urban development process

It is crucial that the City Plan is continually updated to reflect new situations and provide guidance for detailed plans. A rolling urban development planning process will periodically update the comprehensive City Plan to adapt to current issues. A rolling process can also support a continuous dialogue with the stakeholders and stockholmers regarding the city's future.

THE PLANNING PROCESS



About this document

The City Planning Committee has been tasked with drawing up a new City Plan, a process driven by the City Planning Administration with broad cooperation across the City of Stockholm. Work started in autumn 2007 and ended with Stockholm City Council adopting the plan on 15 March 2010. Governed by the Planning and Building Act, which requires public consultation and exhibition, the process has been characterised by a dialogue about the future of the city. Read more about the City Plan at www.stockholm.se/oversiktsplan

Niklas Svensson
*Urban Strategist and Project Manager
for The Walkable City*

This City Plan was adopted by Stockholm City Council on the 15th of March 2010 and provides guidance on the use of land and water in Stockholm. The City Plan is also a key strategy document for the city, as it highlights four urban development strategies for sustainable growth as part of the city's drive to achieve its Vision 2030 of being A World-Class City.

Nine focus areas have been identified, based on Vision 2030, and these are presented in Chapter 2. The focus areas are a distillation of the public interests that the city considers most important and most pressing. Each focus area contains references to current steering and planning documents. Guiding the city's development are a number of planning aims that expand on the focus area. The planning aims act as guidelines for subsequent planning.

In order to reach the goals set out in Vision 2030, it is important for the City Plan to balance the differing interests. The nine focus areas and their planning aims have laid the foundation for considerations that have resulted in an urban development strategy. This comprises four elements that, in the right balance, will lead to a denser and better connected Stockholm. The strategies presented in Chapter 3 set out the key goal-related conflicts to be considered in subsequent planning. The urban development strategies are also summarised in a number of guidelines.

Chapter 4 lists the highlighted geographical areas and the transport infrastructure contained in the City Plan. The geographic descriptions are in some cases a presentation of the current planning situation and ongoing projects, while for future areas the descriptions relate to development opportunities and potential for the areas, based on the strategies in the City Plan. The descriptions in this chapter do not address subsequent planning of these areas and as such do not constitute an aim. This must be established in subsequent plans and programmes.

The final chapter outlines how work on the City Plan will continue and how the plan is to be implemented.

At the end of the report is the official land use map to accompany the City Plan. The map shows the urban development strategies and the current use of land and water. Borders are only shown schematically, since the City Plan is a guide and is not legally binding on any subsequent planning.

There are two appendices to the City Plan. One details environmental and risk factors as well as the national interests that are to be given consideration in the planning process. The other appendix contains decisions on public exhibition and adoption. At the time of printing none of the appendices have been translated.

The City Plan has been drawn up in a process focused on dialogue. For more information about the process, and other matters not covered in this document, we would refer you to the website www.stockholm.se/oversiktsplan

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I.

Challenges and visions
for urban development



A growing and sustainable city

The new Stockholm City Plan outlines four urban development strategies that, carefully balanced over time, will lead to a more integrated and better connected Stockholm. The focus of this balance is on making space for around 200,000 new residents by 2030 while at the same time developing the qualities that make the city so attractive.

The City Plan paves the way for an increase in density in the expanded city centre and in a couple of strategic nodes in the outer suburbs. It also sets out strategic links that will join the different parts of the city together. Development of the inner city and the strategic nodes in the outer city, linking these with new public transport and establishing more cohesive urban environments and more attractive parks and green spaces will lead to a city that is sustainable in every way.

Ten years' experience of the City Plan 1999

More than ten years have passed since Stockholm City Council adopted the previous City Plan, with its strategy of building the city inwards. A great number of urban planning initiatives have taken place in the urban development areas around the inner city that were highlighted in ÖP99. The transformation of former industrial sites into dense, mixed-use neighbourhoods in areas such as Hammarby Sjöstad has been appreciated by many Stockholmers and is attracting international interest. This approach has also guided the planning of many smaller housing projects around the city and there are a whole host of good examples of land being used more efficiently.

At the same time, it has become clear that a more subtle view needs to be taken of the assets that the city's green spaces represent and a more holistic perspective is required if any subsequent development is really to have a positive impact on the urban environment.

Generally speaking, all the new housing built since 1999 is well located for public transport. This has promoted sustainable travel, but has failed to ease capacity problems on certain sections of the metro during rush hour. The one exception is Kista, where journeys to work are made in both directions and use of the metro is at full capacity.

New focus for comprehensive planning

A major challenge for urban planning in Stockholm is to embrace the city's metropolitan dynamism while also meeting demand for a long-term game plan. This City Plan is a first step towards more rolling, flexible comprehensive planning in Stockholm. The planning system will now be better able to manage the needs of a rapidly growing population, a changing business landscape and the interaction between the various regional stakeholders, not least with regard to infrastructure improvements.

The core task has been to direct the work of the City Plan towards a limited number of areas and draw up strategic planning proposals that have a focus on implementation and prevailing conditions. It has been crucial to coordinate the plan with other steering and policy documents that affect urban planning and to publish the planning documents that are of relevance to the detailed development plan and building permits.

The aim is for the Stockholm City Plan to act as a starting point for a continued dialogue with the people of Stockholm and everyone working to develop the city. The City Plan has been drawn up in close partnership with the city's own administrations and companies. Throughout the process, there has been an open discussion on future urban development with the population of Stockholm and the city's other stakeholders.



Översiktsplan 1999 (City Plan 1999)

The urban development strategy

'Build the city inwards':

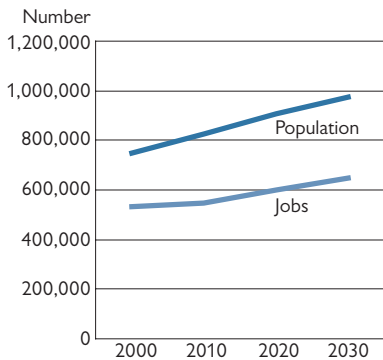
- Reuse brownfield land and save valuable green spaces
- Develop the semi-central band and turn old industrial areas into mixed-use neighbourhoods
- Develop strategic nodes in the outer city
- Build in good locations for public transport
- Supplement for local needs

Adopted by the City Council in 1999.

Declared essentially effective from May 2006.

I.2

Challenges for future urban development



Inhabitants and jobs in the City of Stockholm.

Trend 2000–2008 plus forecast to 2030.

Source: USK AB and the Office of Regional Planning



Framtidsutredningen 2007 outlines the economic prospects for the City of Stockholm

Published by the City of Stockholm Executive Office in spring 2007.



The Stockholm-Mälaren region is defined as the counties of Stockholm, Uppsala, Södermanland and Örebro. Around a third of Sweden's population lives here.

Continued growth drives long-term planning

The population of Stockholm has grown dramatically in recent years, rising by more than 10,000 per year. The city has expressed the ambition to promote continued population expansion as well as growth in business and other activities. At the heart of this lies a belief that a population increase in Stockholm is a fundamental cornerstone of positive economic growth and increased welfare. Most commentators predict strong continued growth over the long term in the Stockholm-Mälaren region, although a great deal of uncertainty surrounds the future in a time of major economic fluctuations that have real bite. Regional planning for the period 2005 to 2030 outlines scenarios indicating an increase in the region's population from 320,000 to 530,000 and a rise in the number of jobs from 60,000 to 340,000.

The city's own forecasts suggest that central parts of the region will retain or even increase their attractiveness as places to live and do business. According to these forecasts, the city's population may rise to almost a million inhabitants by 2030. This rise is largely explained by a birth surplus, with more births than deaths in Stockholm. It is also believed that today's migration patterns will continue, with many people moving to the city from the rest of Sweden and from abroad.

These demographic trends mean that needs will change over time. The rise in the number of young children will prompt a greater need for preschools and schools. At the same time, demand for care of the elderly is expected to rise dramatically in Stockholm in the 2020s.

Many interests coexist in a modern city

The task of the city's long-term planning is to promote continued growth and analyse how the needs of a rapidly growing population can best be met. Future development will increase competition for land in central areas and also those further from the inner city. The City Plan highlights locations where growth can be concentrated in order to make development sustainable in the long term, from an economic, social and environmental perspective.

The strategies of the City Plan take account of the fact that many different interests must be able to coexist in large parts of the urban environment. Space is naturally needed for new housing and workplaces, but also for outdoor recreation, utilities and improved infrastructure. Competition for land often leads to difficult choices between disparate goals and interests. However, the mix of functions in a limited area is a fundamental asset in a growing city.

A larger and stronger region increases Stockholm's attractiveness

Stockholm is a small city in global terms, making it highly dependent on a strong and growing Mälardalen region that as a whole is able to compete with other European metropolitan regions.

Recent decades have seen considerable growth in the county, but also a marked expansion of what is usually termed the functional region. A clear sign of this is the fact that the region's labour market today includes the whole County of Stockholm as well as parts of Uppsala and Södermanland. There are strong indications that the labour market region will continue to expand in the future, at least if the planned improvements to the transport infrastructure are realised. The housing market also has a regional focus, with municipal and county borders taking on a lesser significance. If we examine the home moves that take place in the region, the county can be divided up into a number of housing markets. Most Stockholmers move within the same housing market and particularly within the same residential area.

The City of Stockholm is responsible for the direction of regional planning, which involves future development being concentrated in a number of locations in the region, referred to as regional urban cores. The idea behind a more polycentric structure is to exploit growth potential across the county in a sustainable and effective way. The development of the chosen regional cores in Kista and Skärholmen has been a major topic of interest for the city in recent years. A larger and stronger region depends largely on developing collaboration between the region's municipalities. This collaboration is crucial if Stockholm is to develop across municipal boundaries, for example in the joint urban development area around Karolinska-Norra Station. The intermunicipal collaboration also involves international marketing, at the heart of which lies the joint message 'Stockholm – The Capital of Scandinavia'. In addition, such collaboration creates opportunities to clarify the region's unique selling points and its importance for the development of Sweden as a whole, for example in connection with discussions on the need for infrastructure investment. Another key part of the regional collaboration, which has great importance for the municipalities' spatial planning, is to jointly encourage the establishment and development of different kinds of businesses in the region. These may be both innovative research and development companies and space-demanding or disruptive operations that are necessary for the region.

Globalisation affects the region in several ways

Over the recent decades of globalisation, the Swedish economy has become increasingly dependent on trade with the rest of the world. The reasons behind this trend are usually described as a combination of market forces, technical advances and political decisions on deregulation. This creates increased competition between different regions, particularly since large corporations are becoming less and less dependent on and rooted in what used to be their home region.

The Stockholm-Mälaren region has so far managed to successfully embrace globalisation. This can be seen not least in a comparative analysis of Stockholm presented by the OECD in 2006. The region's businesses are more knowledge-intensive and the service sector is larger than in other parts of the country and there are several well-established clusters. However, there are strong indications that competition is likely to become tougher in Stockholm's core industries such as information and communications technology (ICT), biomedicine, finance and environmental technology.

The city has an important role to play in promoting a good business climate, so that Stockholm-based companies are able to compete under these tougher conditions and so that the region remains an attractive place to relocate to. This applies to high-tech businesses and the broad base of companies in many different industries.

The most important issue is to meet the need of the business world for skilled labour and improved communications. Another priority task is to promote and develop Stockholm as a good city with a high quality of life, so that the workers of the future will want to live and work here. In an increasingly internationalised world, a people-friendly urban environment, a rich variety of housing and workplaces, well-developed services and a broad range of culture and entertainment are becoming ever more important in gaining a competitive advantage. Through this, the attractive metropolis of Stockholm could become an even stronger brand.

Environmental and climate issues increasingly important

Global climate change is affecting people's lives around the world and is one of the greatest challenges of our time. The City of Stockholm has long worked to

The Stockholm Business Alliance

is a partnership of 49 municipalities in the Stockholm Mälaren region, which has been formed to develop local and regional work concerning business policy in the region. Internationally, the partnership markets itself with the message 'Stockholm – The Capital of Scandinavia'.



Framtidsutredningen 2008 outlines how globalisation affects Stockholm and challenges the city. Published by the City of Stockholm Executive Office in spring 2008.

Published by the City of Stockholm Executive Office in spring 2008.



Framtidsutredningen 2009 discusses the key challenges facing Stockholm's labour market in the future.

Published by the City of Stockholm Executive Office in May 2009.



The European Commission made Stockholm European Green Capital 2010, not least because of the city having integrated environmental issues into its general operations, reduced carbon emissions and set a target of being fossil fuel free by 2050.

reduce emissions of greenhouse gases and has achieved good results compared with many other major cities of the world. Its focused work is one of the reasons why Stockholm was declared European Green Capital 2010.

However, it will take considerable effort from the city and all those who live and work in Stockholm to achieve the ambitious target of a fossil fuel free city by 2050. The city's main strategy is to exploit and build on the capital's advantages in terms of expanding district heating and attractive public transport. Other significant measures relating to climate change are promoting technological advances and facilitating efficient energy use through careful urban planning. The city is also a major procurer of goods and services, which puts it in a strong position to promote the application of environmentally effective technology.

One of the single greatest challenges for the region and for the City Plan is to increase access to the transport system while at the same time minimising the environmental impact of the transport sector. Continued developments in environmental technology in the transport sector are crucial for the chances of Stockholm achieving its climate goals. It is therefore important to have sound infrastructure for the production and distribution of alternative fuels. However, greater road traffic leads to other environmental problems, so planning needs to create an urban environment and a structure that supports major expansion of public transport, promotes walking and cycling, and leads to only limited use of the car.

A dense city has clear benefits from a sustainability perspective, but there are also a number of significant challenges that Stockholm and other major cities have to overcome. Key among them are air quality and noise in densely developed urban environments with heavy traffic. New ways of tackling these challenges are to be tested in the city's two new city districts with an eco-profile: Stockholm Royal Seaport and Västra Liljeholmen.

Large social disparities in metropolitan regions

As in other major cities, there are significant social and economic differences across the Stockholm-Mälaren region. Prosperity has increased over many years, but so have the disparities between different groups in society. One of the region's greatest challenges is to provide all the people of Stockholm with equal life chances, not least in the labour market, where Stockholm and Sweden have been less successful than many other places. All the indications are that it will be imperative to make better use of this reserve of labour in order to secure long-term growth.

In Stockholm there are huge disparities between districts and between the inner and outer city. Factors such as education, income level and ethnic background are clearly reflected in the pattern of housing. Certain areas with mainly detached housing and some districts in the outer city have a population that is socially far from diverse.

A number of municipal and national integration projects have targeted many of the areas that were expanded during the Million Programme, an enormous home-building drive in the 1960s and 1970s. The projects have led to positive changes, for example in the form of upgrading the urban environment, but evaluations of the projects have found it difficult to identify any lasting improvements. The city's conclusion is that there is a need for long-term and collective development work, with the focus not only on the individual districts, but also on how the different parts of the city relate to one another and above all how the labour market can be more integrated. With these issues as a starting point, work on the Vision for Järva project has already begun, along with joint development work for the southern outer city.



Vision Järva, part of Vision for Järva, is based on the following goals:

- Good housing and a more varied urban environment
- Everyday safety
- Strong education and good language training
- More jobs and greater entrepreneurship

Approved by Stockholm City Council in April 2009.

Visions and goals for Stockholm's development

The vision of Stockholm as a world-class city and other future ambitions

In June 2007, Stockholm City Council decided on a collective, long-term future ambition in the form of 'Vision 2030 – A World-Class Stockholm'. The vision highlights three themes for Stockholm's development: 'versatile and full of experiences', 'innovation and growth' and 'citizens' Stockholm'. The vision describes a number of qualities that will characterise the Stockholm of the future for residents, businesses and visitors.

Implementation of the vision is based on close collaboration with other stakeholders in the region. All the administrations and companies within the City of Stockholm are required to help make this vision a reality, both in their daily activities and through long-term development work. The City Plan is a clear example of how this vision of the future can be made more concrete.

In many ways, the city's vision matches the overall objectives for a growing region that the municipalities and other stakeholders in the Stockholm-Mälaren region have presented in recent years.

Growth that is sustainable in the long term

These types of goal-based documents all attempt to outline growth that is sustainable in the long term from an ecological, social and economic perspective. However, concepts such as sustainable growth and sustainable development are problematic, because there are no set definitions and because they contain a number of inherent conflicts.

The proposed City Plan is based on Vision 2030 being the City of Stockholm's current definition of sustainable growth. When comparing this with the national strategy for sustainable growth, it is also clear that there is broad consensus between the documents. The proposals for planning aims and strategies in the City Plan also encompass the core areas and objectives for sustainable development as set out by the government.

Social development and its long-term sustainability is largely a matter of a process, rather than a desirable future state. The ongoing collaboration between the city's administrations and companies and with many other stakeholders paves the way for a long-term approach and for different perspectives and interests to be considered and weighed against one another. The broader dialogue during the consultation period has also proved invaluable. It increases the chances of implementing the plan's intentions and intensifying the dialogue as the City Council decides on the next City Plan.

Sustainable growth and progress towards a world-class Stockholm are based on a holistic approach, and on strategic decisions taken by the City Council, the city's committees and the company boards not heading off in different directions. The City Plan must therefore be coordinated with other steering instruments and follow-up within the city and provide a multifaceted basis for the City Council's priorities over a shorter timeframe (read more in Chapter 5).



Vision 2030, for the City of Stockholm.
Adopted by Stockholm City Council in June 2007.

A national strategy for sustainable development was presented by the Swedish government in 2002 and was revised and developed in 2004 and 2006. The strategy embraces every dimension of sustainable development: environmental, social – including cultural – and economic. A number of indicators, including 12 key indicators, have been chosen to measure whether work on sustainable development is heading in the right direction.



RUFS 2010 is the new Regional Development Plan for the County of Stockholm.
Adopted by Stockholm City Council in May 2010.



2.

Planning aims
and focus areas

Many public interests to be taken into consideration

Under the provisions of the Planning and Building Act, the City Plan must take into consideration a number of public interests. In this context, the Act mentions economic growth, natural and cultural assets, good environmental conditions and good communications. Stockholm's City Plan has considered a range of aspects based on the core challenges for urban development and the city's long-term vision. These focus areas thus cover the public interests that the City of Stockholm considers to be most important and most pressing. For each focus area, there is a presentation of the planning conditions in terms of the current data that is required for continued planning and building permits, and the city's approved and adopted steering and policy documents that impact on urban development.

Planning aims in the text and on the map

In order for the City Plan to provide good guidance, the city's ambitions need to be linked as far as possible to areas on the City Plan map. Most of the planning aims presented under the focus areas have a more general nature and cannot be linked to a specific geographic area. For example, there are significant green spaces both in the marked green areas and in the areas marked out as urban development on the map. The urban development shown also houses most of the facilities that are expected in a city. In order to apply the direction of the City Plan, the planning aims need to be a component of the guidelines, alongside the guidance provided by the urban development strategies.

Specific requirements regarding national interests and environmental quality standards

Sweden has what is usually called a municipal planning monopoly. This means that the City of Stockholm has the exclusive right to draw up and adopt detailed development plans within its geographical boundary. However, the government, through the County Administrative Board, may overrule a municipality's decision if certain aspects have not been considered in the planning process, for instance with regard to national interests and environmental quality standards. According to the Swedish Environmental Code, national interests are interests of national importance that municipalities must take into account in their planning. The City Plan deals with national interests under each focus area and urban development strategy. They are also presented in one of the appendices to the plan. The city also has to show how the City Plan meets the environmental quality standards set by the government regarding issues such as air quality. This is handled at a general level under the focus area 'Health, safety and the environment in a dense city'. One of the appendices to the plan lists all the environmental factors and risk factors that are relevant to spatial planning.

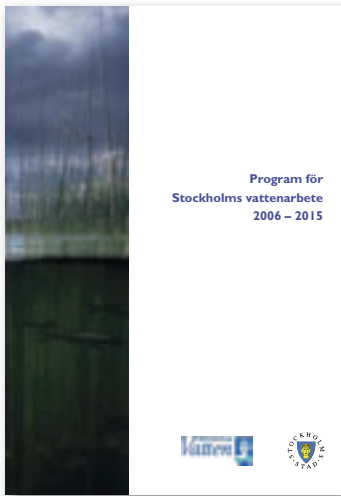
A City Plan with several roles gives clearer guidance

The City of Stockholm's aim is to reduce the number of steering documents and to achieve better coordination and greater clarity. One way of doing this is to expand the role of the City Plan so that it also covers other policy decisions that the municipalities are obliged to address. As such, this City Plan also constitutes the City of Stockholm's guidelines on provision of housing, in line with the Swedish Housing Supply Act (Bostadsförsörjningslagen). The approved proposal for the energy plan, as required under the Swedish Act on Municipal Energy Planning (Lagen om kommunal energiplanering), is also subordinate to the City Plan.

Excerpt from the Planning and Building Act

Chapter 4, section 1, states that 'the comprehensive plan shall record public interests subject to the provisions of Chapter 2 and the environmental issues and risk factors that warrant attention when decisions are made on the use of land and water'. Chapter 2, section 1, states that 'land and water areas shall be used for the purposes for which the areas are best suited in view of their nature and situation and of existing needs. Priority shall be given to use that promotes good management from the point of view of public interest'.

Stockholm as the city on the water



Stockholms vattenprogram

(Stockholm's Water Programme) contains objectives and measures for lakes and watercourses based on the following fundamental objectives:

1. Stockholm shall have a good water status.
2. Stockholm's lakes and watercourses shall be attractive recreational areas for all.

Adopted by Stockholm City Council in June 2006.

Shore protection rules came into force on 1 July 2009. All detailed development plans on the waterfront must adhere to the purpose of the shore protection rule. If shore protection is lifted in the future, this must be for one of the specific reasons stated in the Environmental Code.



Östra Mälaren Water protection area has been set up by the County Administrative Board in order to guarantee the people of Stockholm high-quality drinking water. The protection area is divided into a primary and a secondary protection zone.

Source: Stockholm County Administrative Board

Stockholm's water makes the city unique

Stockholm is a remarkable city on the water. The islands and the confluence of Lake Mälaren and Saltsjön underpin Stockholm's development and its attractiveness. A broad approach is required in order for urban development to help safeguard and develop the water as an asset for residents, visitors and workers, not least for recreational purposes. It is also important to take a regional view, since Lake Mälaren and Saltsjön link the City of Stockholm with other municipalities in the region.

Increasing access to shores and quays

Stockholm's long shoreline is a great asset for the city's inhabitants and a key part of its identity. Around half the shores are green, and these environments have huge value for the people of Stockholm and for flora and fauna.

The city has long worked to increase access to lakes and watercourses through the creation of new waterfront promenades and the conversion of former docks and industrial areas into new waterside neighbourhoods. Today, there are long pedestrian routes along the shores of Lake Mälaren to the west and the south. Many of the city's most popular meeting places and recreation areas are also close to the water.

Bathing and boating highly valued by Stockholmers

Stockholm is almost unique as a capital city for its central bathing facilities. In fact there are currently 20 official beaches within the city boundary. These beaches are generally easy to reach for pedestrians and cyclists and by public transport. The city has an action plan for establishing more bathing spots with clean water, which is due to be implemented in the coming years. The City Council has also recently lifted the general ban on bathing in the harbour areas of the inner city. Along natural shores it is now permitted to swim up to 10 m from the shoreline.

Within the city there are also around 80 yacht clubs and around 9,000 recreational boats. These boats are a popular part of city life and should be considered an important interest in the planning process. Work is currently under way to examine how the yacht clubs can be developed in the future. One important issue is how on-land overwintering can be improved and possibly concentrated at fewer sites than is currently the case. This would allow attractive locations to have other uses and increase access to the shore.

Work on better water quality continues

By focusing on water issues, the City of Stockholm has created water quality that attracts international attention. The intention is to further improve the status of water in lakes and watercourses, in line with the city's environmental programme and water programme. There are strong ties to the EU Water Framework Directive and to the water protection area of Östra Mälaren.

The population density in the region puts considerable strain on surface water and groundwater. Over 90 per cent of the population in the County of Stockholm is supplied with drinking water from Lake Mälaren. Work is constantly ongoing to increase the security of the water supply. One of the most important issues in the long term is the increased risk of saltwater entering Lake Mälaren owing to climate change and rising water levels in the Baltic Sea.

Another priority area is the local management and treatment of stormwater and minimising pollutants at source, based on the city's stormwater strategy. This issue will become increasingly important as hard surfaces in the city increase and the climate changes. The experience from urban development in recent years is that stormwater issues are tackled at far too late a stage and it is difficult to create enough space for stormwater infrastructure.

Ports are of strategic importance for the region

Stockholm has a long tradition as a seafaring city, and port facilities will continue to be of strategic importance for the city and the region in the future. It is essential to maintain basic infrastructure for sea traffic, not least because shipping is more environmentally efficient than road transport.

In Värtan-Frihamnen-Loudden the city has been working for many years to find good solutions that allow the needs of the ports to be met while also creating a new waterfront neighbourhood. The aim is for Värtan-Frihamnen to become a specialist ferry and cruise terminal and a new port for Stockholm. At the same time, land can be freed up for new housing in attractive locations. Container handling will be moved to Norvik in Nynäshamn and oil handling will stop at Loudden once the stakeholders concerned have identified an alternative location.

Safeguard options for future public transport on the water

The waterways have potential for passenger transport. The ongoing development in former dockland areas will eventually create greater passenger traffic and more hubs for switching between ferries and other public transport and bicycles. It is important that planning takes into account the future need for quays, particularly in central Stockholm.



Example of potential hubs for transferring between water-based public transport and the rest of the public transport network.

Source: The City Planning Administration

Planning aim

- **Create attractive spaces and better opportunities for recreation on the city's waterfront**

The expansion of waterfront promenades will continue, and poor links are to be improved if possible. In conjunction with the transformation of the old docks and industrial areas, accessible, lively and sufficiently wide walkways are to be created. The city will also promote recreational fishing, bathing, boating and tourism.

- **Safeguard good water quality in lakes and watercourses**

The city's planning must take into account the Östra Mälaren water protection area and the water programme's objectives for lakes and watercourses, as well as established environmental quality standards and action programmes for water quality in water bodies in the North Baltic water district, as set out in the EU Water Framework Directive. The aim is to achieve good water status, so the impact on the whole catchment area for lakes and watercourses is to be considered. When planning residential developments, transport infrastructure or other land use, the principles of the stormwater strategy are to be applied.

- **Safeguard the city's port functions**

Future port operations are to be safeguarded by reserving land and adjacent water areas for the needs of those port operations. Access along the public waterways is to be guaranteed. As port operations are restructured, a different use for the sites can be considered.

- **Maintain a high level of readiness for water-based public transport**

The city should continue working with other stakeholders in the region to develop water-based public transport. Planning in waterfront locations in the most important positions should consider the future need to site ferry quays.

National interest – ports of Stockholm

- Stadsgården, Masthamnen and Skeppsbron
- Värtahamnen
- Frihamnen
- Container terminal
- Loudden

See appendix to City Plan

National interest – waterways

See appendix to City Plan

Stormwater strategy

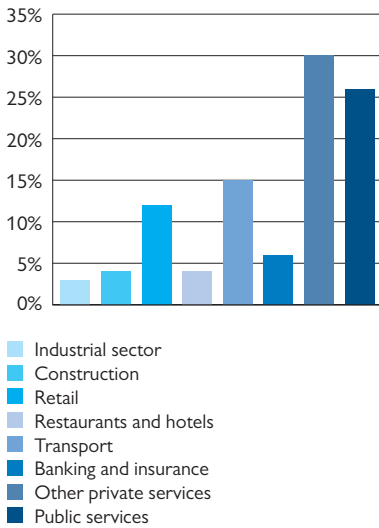
See appendix to City Plan

Environmental quality standards and action programmes for water bodies in the North Baltic water district

See appendix to City Plan

2.3

A strong business community and education system



Employment in Stockholm in 2008, by sector.

Source: USK AB

Need to be better prepared for more jobs

Just under 540,000 people work in the City of Stockholm. That is more than half of all jobs in the county, and many people commute into Stockholm from the rest of the region. As the labour market grows, commuting will take place within an increasingly large area.

In recent years, the number of jobs has only risen marginally in the City of Stockholm and demand for new premises is generally relatively low. The impact of today's economic downturn is difficult to assess, but long-term forecasts suggest strong economic growth and a major increase in employment over the coming decades. This could possibly translate into a further 100,000 or so jobs in the City of Stockholm by 2030. This is in line with the city's ambition to actively promote the positive development of business, research and higher education.

Trends in Stockholm's business community

Stockholm currently has a business structure that is predominantly knowledge-intensive with a large service sector. Many companies have an international focus, with significant foreign trade and operations abroad, primarily in the strong industries of ICT, environmental technology, biotechnology, banking and finance. The trendspotting survey Framtidsutredningen 2008 suggests that the service sector will continue to increase over the next few decades and that business consultants and other business services will account for a large part of this growth.

The city should prepare the way for new offices in locations that are able to attract the high-skilled service sector. Indications are that the city centre, the rest of the inner city and Kista will continue to be popular locations for this type of business. There is also considerable potential in today's urban development areas and in the strategic nodes highlighted in the City Plan. The clear trend in the commercial property market is for office space per employee to drop and for the immediate surroundings to take on greater significance. Another interesting trend is for more and more office developments to have a prominent green profile, with many innovative and environmental solutions.



Guidelines for business areas show current situation, future aim and development potential. This example is for the Sättra business area.

Adopted by Stockholm City Council in March 2008.

Diversity of industries and business areas

The county as a whole has Sweden's most diversified economy, with a wide range of companies of different sizes and in different industries. The breadth of the economy and the many small businesses are of strategic importance for Stockholm's development, not least as it is difficult at the moment to predict what the leading industries of the future are likely to be.

One important step is that the City Council has set out guidelines for the city's business areas that will form the basis for planning decisions and advising companies. The business areas naturally have different focuses and characters. Many locations currently have good conditions for a range of different companies and operations of various sizes. In general, there is potential for conversion and denser development within and next to the existing business areas, although the amount of available land is limited. Several of the areas are already extremely well sited in terms of communications and some may become more attractive once the planned infrastructure investments come to fruition, for example if they are situated close to the Stockholm Bypass.

Challenge of combining businesses and housing

Historically, industrial activities have reduced in scope and this has created opportunities for urban development in former docks and industrial areas. In a major city there will, however, still be activities that cause noise and require heavy vehicles and therefore need to be distanced from residential develop-

ments. It is important to develop regional collaboration in order to identify the optimum locations for this type of activity. The scope to co-locate housing and businesses is increasing as more innovative technical solutions are developed, for example siting noisy facilities underground.

Education and innovation becoming more important

Half of all Sweden’s higher education provision is located in the County of Stockholm, which is partly because the majority of artistic institutions of higher education can be found in Stockholm. Sweden’s two largest seats of learning, Stockholm University and the Royal Institute of Technology (KTH), together with Karolinska Institutet (KI), form a more or less cohesive area of science and education in the northern inner city.

Higher education and research play a key role in the region’s competitiveness, but spatial planning should also support continued development in all parts of Stockholm’s educational provision. There is a need to expand skilled vocational training as well as higher education if the region is to challenge international competition in the long term. There are also differences between the southern and northern parts of the region when it comes to continuing into higher education.

A key issue is to support the development of innovative environments for research and enterprise that are highly competitive internationally. Access to skilled labour and good communications, coupled with a rich urban environment, is crucial for the region’s competitiveness and attractiveness to companies seeking a base. This has been the point of departure for developing attractive urban environments both in Kista and around Karolinska-Norra Station.

Number of full-time students in higher education in Stockholm 2009/2010

<i>Institution</i>	<i>Full-time students 2009/2010</i>
Stockholm University	35,082
Royal Institute of Technology	15,055
Södertörn University	7,261
Karolinska Institutet	6,265
Stockholm School of Economics	1,565
Others	6,055
Total	71,283

The number of students studying at higher education institutions at some point during the year is considerably higher.

Source: The National Agency for Higher Education

Planning aim

- Create good conditions for knowledge- and service-intensive businesses**
 The city should have a long-term readiness for increased demand in premises for knowledge- and service-intensive companies. As densely developed new environments are built outside the inner city with extremely good accessibility – Telefonplan, for example – new opportunities for relocating are opening up and can be marketed by the city.
- Ensure a broad range of jobs across Stockholm**
 The city’s guidelines for developing business areas are to form the basis for the more detailed planning of each area. Collaboration with local business associations is to continue and special consideration is to be given to conditions for small businesses. Another initiative from the city is to make spatial planning more flexible so that future relocation needs can easily be met.
- Develop innovative environments for higher education and research**
 The city must be ready to meet future demand for the development of new business premises and the built environment in Stockholm Science City between Stockholm University, KTH and KI. The city should work to continue the development of Södertörn University in order to create a good balance in the region, for example by examining new locations for student accommodation.

A socially cohesive and vibrant city



Det handikappolitiska programmet (The Disability Policy Programme) contains general goals based on the UN's Standard Rules and the city's objective of becoming the world's most accessible capital city by 2010. Adopted by Stockholm City Council in December 2004.



Kultur i ögonhöjd (Culture at Eye Level) concerns the influence of children on urban planning and children's access to public spaces. Adopted by Stockholm City Council in April 2009.



Stockholms stads brottsförebyggande program (The City of Stockholm's Crime Prevention Programme) guides the city's work to create the world's safest capital city. Adopted by Stockholm City Council in September 2009.

Urban development helps to create a city for all

Stockholm has high ambitions to be a socially cohesive city with a vibrant, accessible and attractive urban environment for all the people of Stockholm. Many different stakeholders are working to make Stockholm a city for everyone, whatever their age, gender, social status or background. Good spatial planning is the key to achieving this objective.

The city's goal of being the world's most accessible capital and providing the safe and inspiring surroundings that children need are among the drivers determining the detailed design of housing, streets, parks, squares and so on.

Access to services affects the everyday life of Stockholmers

Access to services has a significant impact on the everyday life of people in Stockholm. In the retail arena, there has been a concentration on large stores in out-of-town developments, the city centre and large shopping centres. The service structure developed in the outer city during the post-war period has, over time, become increasingly difficult to maintain and parts of the city have only a limited range of services locally. This is reflected in surveys of how citizens feel about services in their district. The ambition of the City of Stockholm to promote local centres and increase the customer base through infill developments has had some impact.

However, today's larger centres have the potential to be transformed into dense cores with a more diverse range. Such a development is in line with the tendency for Stockholmers to increasingly demand a 'shopping experience' in an attractive setting. There are also trends towards greater online shopping, which may affect the future structure of services.

Considerable demand for expanded public services

Public services have also seen a concentration into fewer, larger units over time, while the range of independently run operations has increased. The city has been criticised for not being quick enough in expanding municipal services in new urban districts, particularly preschools and schools. The problem has partly been that predictions of which groups would move in have proven incorrect, and the costs of premises have been high. Long-term planning for urban development and new public services needs to be improved if the city is to meet the needs of a growing population in a satisfactory way.

Safe and vibrant urban environment highly valued

A safe urban environment is highly valued and the goal is for this to underpin all urban planning. Many, particularly women and older people, worry about being victims of crime or feel unsafe in their neighbourhood after dark. This anxiety has consequences for daily life. It may, for example, mean taking long detours, not going to the cinema or choosing to take a taxi late at night.

Tackling the issue of safety is, in many ways, a matter of creating a sense of security in the local community as well as in populated public spaces and environments. More vibrant street-level retail spaces and so on also have a positive effect on the feeling of safety. Physical measures and upgrades to increase the sense of security have also been implemented in many parts of Stockholm, including within the framework of specific integration projects in the outer city.

Much of the fear of crime can usually be put down to a fear of unknown people and places. Research indicates that residents of the inner city often believe the suburbs to be dangerous, while people living in the suburbs feel that the inner city is dangerous. Greater integration between the various parts of the city could thus promote a greater feeling of safety and social cohesion.

Need for stronger links and shared meeting places

Today the people of Stockholm move over ever greater geographic areas to shop, work, go to school, meet friends and so on. As well as journeying into the inner city, an increasing number of people need to move between different destinations in the outer city and beyond the city boundary. Poor cross-city public transport links and physical barriers in the form of roads and unsafe areas make this type of journey more difficult. The car often becomes a necessity for households to make their daily life work. Those who do not have a car, particularly young people and women, are therefore particularly affected by the poor links across the outer city.

People with similar backgrounds and interests tend to live close to one another, and many Stockholmers live separate lives from those who are different from themselves. Today the streets, parks and squares of the inner city function partly as shared spaces for many Stockholmers, wherever they may live. The same is true for some of the city's larger suburban centres and public spaces, such as Kulturhuset and the larger libraries.

In order to increase social integration, it is important to develop more shared meeting places in the future, where people with different backgrounds can see and meet one another in the natural course of their day.



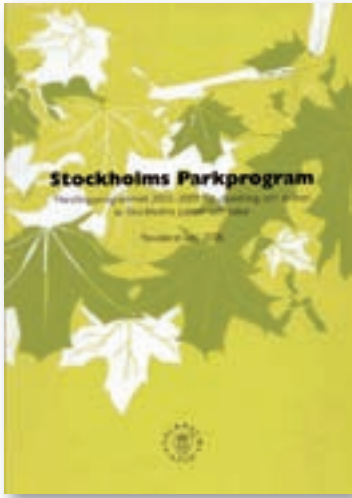
The Social Index has been surveyed since the 1980s, based on income level, proportion of immigrants, level of education and employment rate. The example shows the southern suburbs in the early 2000s. The pale areas indicate no or low social deprivation while the darker shades show higher levels of social deprivation.

Source: USK AB

Planning aim

- **Create a city for all by strengthening the social perspective of planning**
The social perspective of planning can be strengthened at neighbourhood level. Proposed changes should also be analysed from a social perspective. Awareness of the everyday needs of various groups in society should be expanded through extended dialogue and surveys.
- **Increase the conditions for accessible services throughout the city**
The city should continue to safeguard large retail centres and smaller district centres in the outer city, for example by upgrading the public environment, through refurbishment and expansion, or by increasing the customer base by adding infill housing. Good access to a more diverse range of services in the city centre and strategic nodes will also be important.
- **Coordinate planning and urban development and the expansion of public services**
Close collaboration with providers of public services is necessary at an early stage in the planning process. It is important to learn from the experience of earlier planning projects, to improve the use of population forecasts and to study suitable locations for new preschools, schools, sheltered housing and so on. The scope for increased flexibility in the use of premises should also be examined.
- **Create safe and diverse meeting places and spaces across the city**
Planning should take into account the need for a diverse range of attractive, safe and transboundary meeting places both outdoors and indoors. It is important to consider the amenities and design of public spaces based on the needs of different groups and the character of the district. Places that are already actively used should be prioritised, for example shopping centres, parks and squares, and schools and libraries, as well as hubs for public transport.

Sport, recreation and attractive green spaces



Stockholms parkprogram (Stockholm's Park Programme) addresses the development and maintenance of parks and nature. Adopted by Stockholm City Council in January 2006.



The regional green structure comprises ten wedges that stretch from the countryside in towards the centre of Stockholm.

Source: Office of Regional Planning

Stockholm continues to be a green city

Stockholm is a green city with an abundance of flora and fauna and unsurpassed opportunities for recreation in the heart of the city. Access to parks, sports facilities, cemeteries and countryside is a strong contributor to Stockholm's attractiveness, character and beauty.

The importance of attractive green spaces increases in a growing city. In a dense urban environment, parks and green spaces often act as a second living space for residents. These environments facilitate relaxation and meetings, sports events, outdoor experiences and culture. They also provide important places for young people to interact outdoors and for children to play and develop.

The city has developed a park programme whose aim is to ensure good access to parks and nature, sustainable parks and green spaces, and a rich culture of parks and landscapes. The programme is founded on the belief that investing in parks and green spaces as the city becomes more densely populated can make the urban environment as a whole better, even where green areas are reduced in some cases. This development is based on the public environments providing high-quality and rich content that attracts Stockholmers of all ages and with different interests.

The regional green wedges have been protected

In recent years, building in the city has mainly been restricted to already developed land, with the quality provided by Stockholm's green structure largely being preserved. The majority of the city's most popular areas for enjoying nature and the great outdoors have been given long-term protection as nature and culture reserves and a National City Park. Stockholm has thus mainly protected its part of the regionally important green wedges. At the same time, conditions for the local flora and fauna have been improved through the city's focus on restoring oak meadows and wetlands in key areas of natural beauty.

Investment in sport and outdoor pursuits for all

The aim of the city's sports activities is to promote a rich and vibrant range of sports and outdoor pursuits for the people of Stockholm. In this work, priority is to be given to children, young people and people with disabilities.

Access to sports facilities and green spaces, as well as opportunities to walk and cycle to various destinations and activities, promotes an active lifestyle, which has a positive impact on public health. In recent years, Stockholm has invested in several new sports halls, new artificial pitches and the upgrading of existing sports facilities. As Stockholm grows, the need for spaces for both organised and spontaneous sport will rise and it will be necessary to use existing sports facilities as efficiently as possible.

Greater knowledge of how parks and the countryside are used

The park programme includes guidelines for Stockholmers' access to parks and the countryside, with a focus on the various assets of the city's green spaces. In recent years, the city has drawn up internationally renowned planning data showing how the people of Stockholm use and value parks and green spaces, in particular Stockholm's sociotope map. This type of data is extremely valuable in the work of increasing the quality of the city's green spaces.

Knowledge has also improved with regard to ecological assets, for example in the form of ecological analysis tools. Through these, the city has excellent scope to improve conditions for abundant flora and fauna through targeted initiatives.

Active park planning and good maintenance important for sustainable growth

Parks and natural assets are generally good in Stockholm, compared with other cities of a similar size. At the same time, there are significant variations between districts and many areas lack facilities such as a large and amenity-rich park within a reasonable distance. According to questionnaires, residents of some districts feel that they have a lack of parks, despite the number of green spaces actually being relatively high. In such places it is particularly appropriate to study the amenities and quality of parks and green spaces. In many cases, the situation would be significantly improved if access to existing green spaces were made easier.

Stockholmers' perception of the quality of parks and green spaces correlates closely with how the spaces are maintained. Issues concerning the running and maintenance of parks and sports facilities will take on greater importance as visitor numbers and wear and tear increase.

Meeting the goals in the city's park programme even as the city grows and becomes denser requires good maintenance and active park planning, with initiatives to renew existing and create new parks and green areas, to improve their amenities and to increase accessibility. Park planning is extremely important in determining whether any urban development can be sustainable in the long term.



Example from the sociotope map showing Mellanbergsparken in Hägerstensåsen and a selection of its recreational assets.

Source: The City Planning Administration

Planning aim

• Ensure good access to attractive parks and green spaces

The park programme's guidelines for access to parks and green spaces are to inform work on developing the city. Responsibility for the city's green spaces is shared between several administrations within the City of Stockholm, so good collaboration is essential. Some of the key issues are focusing in particular on environments for children and young people, and providing access to tranquil and quiet areas. Increased safety in parks and green spaces should also be prioritised, for example by providing activity areas, distinct entrances, good lighting and a clearer overall layout.

• Ensure a broad range of sports fields and sports facilities across Stockholm

The ongoing work to develop guidelines for access to sports fields and sports facilities is important. The needs of sports clubs, schools and the general public will underpin planning, while conditions for spontaneous sport are to be examined separately. The importance of sports facilities as meeting places for residents from different districts is also to be taken into account.

• Protect and improve the city's ecological infrastructure

The assets of the ecological infrastructure and its links, in the form of core zones, transition zones and buffer zones, are to be protected and improved so that the needs of Stockholmers for enriching recreation are not jeopardised or invaluable ecological assets lost. Compensation is to be made for any lost ecological assets of special importance. Ecologically sensitive drainage basins and water areas are to be protected as far as possible against actions that could damage the assets of the area. New waterfront promenades and other measures to increase recreational options along ecologically sensitive shorelines are to be adapted to these assets.

National interest – nature conservation

- Bromma de Geer moraine system
- See appendix to City Plan

National interest – Natura 2000

- Hansta
- Kyrksjölöten
- Judarskogen

See appendix to City Plan

National interest – Royal National City Park

- The historical landscape's natural and cultural assets

See appendix to City Plan

A modern transport system and sustainable travel



Trafiklösning för Stockholmsregionen
(The Traffic Solution for the Stockholm Region) contains priorities for road, rail and public transport up until 2020 with an extended view towards 2030.

The region's infrastructure is a key component of sustainable growth

Vision 2030 states that Stockholm is to have a smoothly operating transport system with little impact on the environment that enables people to travel quickly and easily throughout the region. Meeting this ambitious goal requires greater coordination between different sectors of society, advanced planning of transport and housing, and a holistic approach to the region's transport system.

In December 2007, an important agreement was reached between the government and the region's stakeholders on a number of priority transport projects as part of the negotiation process referred to as 'Stockholmsförhandlingen'. The city will be working to ensure that the agreement is implemented in full so that accessibility within the transport system can increase, not least between northern and southern parts of the region. Infrastructure investments agreed during the Stockholmsförhandlingen process are therefore an integral part of this City Plan.

Careful planning required to mitigate the environmental impact of transport

The impact of transport on the climate and environment is well known. The transport sector is responsible for around half the county's carbon emissions. A host of measures are required in this sector if the target of becoming a fossil fuel free Stockholm by 2050 is to be achieved. There is great hope that technical advances may result in emission-free and carbon-neutral fuels in the future. However, an increase in road traffic also brings other undesirable effects such as congestion, noise and physical barriers.

It is necessary to achieve a balance between important new investment in road infrastructure and efficient use of the existing transport system. The car has a natural and irreplaceable function in many contexts, but for car travel to be more efficient the majority need to opt not to drive. One problem is that, according to research, an increase in road capacity contributes to new car journeys that previously would have been made by other means, if at all.

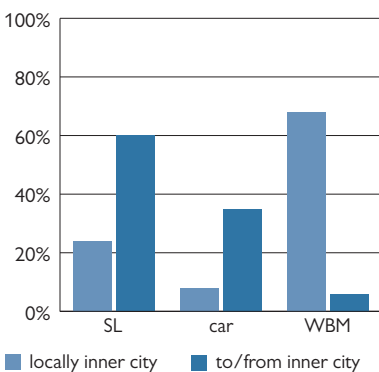
Great potential for sustainable travel in metropolitan regions

The environmental impact of transport is clear in cities, but they also have the best potential for sustainable travel compared with the situation in rural areas. A dense and concentrated city encourages walking and cycling, and promotes the need for reliable public transport. It is also possible to use the infrastructure more efficiently, because it can perform different tasks at different times of the day.

Sustainable travel is, to a large extent, a case of locating destinations in a way that does not generate unnecessary travel. Metropolitan regions also have great scope to use financial instruments to influence traffic and travel patterns. In Stockholm, the congestion tax has proven to be a successful method of reducing congestion and encouraging more people to choose public transport. Access to car parking also has a major impact on car use, so a considered parking policy is one way of encouraging a trend towards sustainable travel. There are therefore good grounds to study different financial instruments in more detail and carefully assess how they affect accessibility in the region and how good alternatives to car travel can be offered.

Public transport lies at the heart of the future transport system

Public transport is by far the most efficient way of moving people around, with just one metro line transporting as many people per unit of time as 16–18 lanes on a road. Stockholm has a well-developed public transport network with a high proportion of users in international terms. However, this proportion will need to increase further if the goal of sustainable travel is to be reached. The



Modes of transport for different journeys on a winter weekday

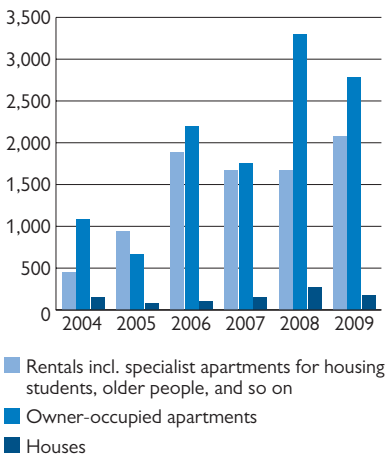
Transport split (%) one winter weekday between public transport (SL), car and walking/bicycle/moped for different journeys.

Source: 'Fakta om SL och länet 2008', ABSL, 2009

Housing provision in a growing city

Guidelines for housing provision

According to the Swedish Housing Supply Act (bostadsförsörjningslagen), every municipality must draw up guidelines for housing provision once per mandate period. In accordance with the decision of the City Council, the City Plan constitutes the city's guidelines on housing provision.



Newbuild housing in Stockholm based on type and tenure.

Source: USK AB

Building housing in a changed market

A high rate of home building is crucial for sustainable growth in Stockholm. The issue has not been given any particular priority over the past decade, despite the sizeable migration to the region during the 1990s and the baby boom in Stockholm in recent years.

However, there have been significant changes in housing policy since the early 1990s. The influence of the public sector has gradually declined and state investment grants for producing housing have been abolished. Risk and responsibility have thus been shifted to housing consumers, developers and lenders. However, the City of Stockholm still has considerable influence over housing provision through its landholdings, its responsibility for spatial planning, and its ownership of the three municipal housing companies and the Stockholm housing service Bostadsförmedlingen.

Increased home building in recent years

The production of housing has increased sharply in recent years both in the city and in the rest of the region. From 2000 to 2008, over 30,000 new homes were completed in new buildings and through redevelopment projects in the city. There are great disparities between the years, with the last three years accounting for a large part of the increase and over 15,000 apartments.

Of the new housing, around half has been owner-occupied apartments, 4 per cent houses and 46 per cent rental apartments including specialist housing such as student accommodation and housing for elderly people. Many homes have been built in the larger urban development areas during the 2000s, particularly in Hammarby Sjöstad and Liljeholmen. However, building has also been spread across the city with many small and medium-sized housing projects. In addition, significant new housing has come from the conversion of loft spaces and non-residential premises.

Large variations in the existing housing stock

Despite the fast pace of recent years, newbuilds are a small part of the total housing stock. A functioning housing market is, to a large extent, an issue of supply and demand, mobility and the brokerage of existing housing.

Overall, there is a good variety of housing in Stockholm, although the city has a high proportion of small apartments compared with the rest of Sweden. Low-rise housing accounts for 10 per cent of the stock and almost one in five Stockholmers live in a house. The proportion of owner-occupied apartments has doubled since 1990, but rental apartments are still in the majority.

There are very large differences within the city, and in certain districts the range of housing is quite unbalanced. Some districts are dominated entirely by low-rise housing, which makes it difficult for people to remain in the area if they need to move to an apartment. Other districts are completely dominated by blocks of rental apartments, and in such areas it is hard to climb the property ladder.

Continued high demand and many plans for the coming years

New developments have reduced the housing shortage in recent years, but there is still a major need for housing for people with limited finances and for housing in attractive locations. One indication of this is that over 100,000 residents of the City of Stockholm are in the housing service queue, although the majority of these already have accommodation of some sort.

Forecasts of future population growth averaging 7,000 per year to 2030 suggest that demand for housing will remain high. According to these forecasts, there will be a need for around 70,000 new homes by 2030.

There is currently a comprehensive focus on planning housing for urban devel-

opment areas and the rest of the city. As of spring 2009, around 35,000 new homes were in the planning pipeline, following approval decisions from the City Planning Committee and land allocation from the City Development Committee. There are also other housing development projects that have not reached as far in the planning process, including many of the areas highlighted in this City Plan.

The overall assessment is that the city is well prepared to meet demand for housing, with an estimated 3,000–4,000 new homes per year being built over the next few decades.

Targeted initiatives for specific groups

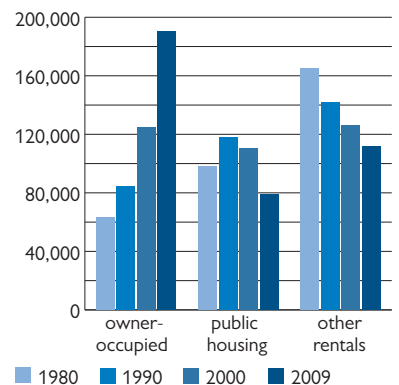
With the city needing to plan for the housing needs of all groups in society, there is collaboration within the city to expand specialist forms of housing. Currently around one in ten rental properties are set aside for older people, students, disabled people or young people.

Households with limited financial means have a weak position in the housing market, despite the housing service being open to everyone. In spite of major efforts, it is proving difficult to bring down the price of new apartments to a level that can be compared with that of older stock. However, attractive newbuilds can create chains of movers that free up cheaper apartments. This assumes that the newbuilds are of high quality.

High ambitions for new and old neighbourhoods

The city has high ambitions with regard to the urban environment in new and existing neighbourhoods. The aim is to create good conditions for mixed and vibrant areas with housing, workplaces and premises for commercial and public services. The focus has been on identifying locations and main streets with commercial potential in the new residential areas.

Another important aspect of development work is increasing safety in existing and new neighbourhoods. Initiatives within the Vision for Järva project are expected to provide new expertise in creating a sense of security and preventing crime.



Development of housing stock.
No. of apartments (excl. specialist housing) by tenure 1980–2009.
Source: USK AB

Planning aim

- Plan for steady and constant home building**
 There are often major fluctuations in the housing market which affect home building. The city's planning is to be based on the long-term need for housing. It is also important to work on many different types of housing project and with a diverse range of stakeholders in the construction and housing market in order to make it viable to build, whatever the state of the economy.
- Vary the range of housing across the city**
 Achieving a varied range involves building different types of home with different forms of tenure in every part of the city. One key move is to interest developers in investing in new forms of tenure and types of housing in areas whose diversity of stock is limited. Measures to keep construction and housing costs down also need to continue.
- Continue planning housing for groups with special needs**
 The need for specialist housing is to be considered early in the planning process. Close collaboration within the city is crucial.

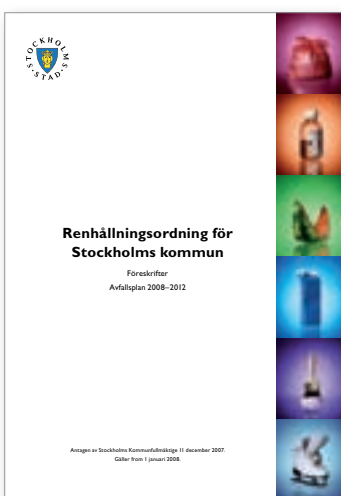
New energy solutions and utilities infrastructure



Energiplanen (The Energy Plan) presents the city's supply, distribution and use of energy. Here are a few key points:

1. The city must collaborate with energy providers on the location of plants and work to ensure that space is created for the technical infrastructure.
2. The city must encourage the expansion of district heating, increased connection to this system and the use of renewable fuels.
3. The city is to ensure that land is available and consider the conditions for various plants and networks for energy provision.

The Energy Plan is subordinate to the City Plan, according to the decision of Stockholm City Council in March 2010.



Renhållningsordning med avfallsplan (The Municipal Waste Management Regulation) is aimed at everyone who lives and works in the city and sets out the city's commitments and plans for managing waste.

Adopted by Stockholm City Council in December 2007.

Future shortage of space for utilities infrastructure

Stockholm's utilities infrastructure is based on efficient large-scale solutions for managing water, wastewater, waste and energy. It is important to build on these systems. One problem, however, is the lack of space for this infrastructure, particularly with regard to activities that require a buffer zone separating them from residential areas. A drive towards a denser city makes the need for such areas even more pressing.

New energy solutions are required to cut environmental impact

Energy use in Stockholm must become more efficient, for the sake of the climate and the economy. The city and the region should have a generally good readiness for new energy solutions, for example by having plans in place for future biofuel-based cogeneration plants for power and heat, burying or tunnelling power lines, and expanding biogas production and distribution. Hammarby Sjöstad has provided useful experience of environmental work that should be taken on board. The city's focus on new developments with an eco-profile is key to retaining Stockholm's position as an international trendsetter in energy-efficient solutions and an important market for players investing in new environmental technology.

There is also great potential in developing passive houses and reducing energy consumption in existing housing and premises, particularly with older, less energy-efficient housing stock being so prevalent in Stockholm. Such initiatives have already started, not least in Järvafältet.

Modern waste management takes careful planning

The city's planning objective to reduce the amount of waste, manage hazardous waste, increase recovery from waste and ensure good access to waste services remains in place. Amounts of waste are rising as the population grows, but also because of a trend for waste per person to increase. Developments in the field of waste are creating an increased need for waste transfer sites. Although the city has good general conditions for efficient waste management, there remains the difficulty of creating systems for collecting sorted waste that are easily accessible and at the same time carefully tailored to the urban environment.

Regional collaboration for efficient provision of goods

For the city to work, goods provision must be rational, cost-effective and environmentally aware. Currently the streams of consumer goods flow to Stockholm primarily from southern and western Sweden, but trade from the east is increasing most quickly. More and more goods are transported by road and by air, with rail freight shrinking.

There are major logistics centres in Västberga-Årsta and Lunda. At the Årsta intermodal terminal, goods are switched between rail and road. Årsta's wholesale depots handle food, while Västberga and Lunda are transfer stations and distribution centres for a whole range of different goods. The facilities are located close to high-capacity transport links, providing good access to the destinations for the freight. There are strong reasons for retaining these activities as things currently stand, despite the sites being attractive for other uses. In the longer term, there are clear indications of restructuring in the goods transport system – something that the city should monitor.

A key regional issue is good accessibility for freight, particularly goods transported by sea and rail. The city's initiative to create a new container port in Norvik is extremely important in this respect. It is also essential to safeguard and develop the shipping of heavy goods such as aggregates, since this type of material should not be transported more than 20–40 km by road if it is to be financially and environmentally viable.

A large amount of utilities infrastructure that has to work

There is a whole range of other technical infrastructure that has to work in the Stockholm today and tomorrow. Functional infrastructure for electricity, heating, gas, water and wastewater is to be ensured in subsequent planning.

Population growth and climate change will place further demands on the production and distribution of drinking water, as well as the removal and treatment of wastewater and stormwater. The best possible local management of stormwater should be considered when developing new housing.

IT infrastructure is also a core issue for a future of sustainable growth, not least because information technology can reduce the need to travel. In addition, developments in the region's electricity supply and the 'Stockholms ström' energy project will also have an impact on planning.



Larger areas for the city's utilities infrastructure

- Transformer station
- Recycling centre
- Heating/power station
- Water treatment plant
- Gas plant

National interest – power grid

See appendix to City Plan

Planning aim

• Safeguard areas and plants for Stockholm's utilities infrastructure

The city is to safeguard areas with a sufficient buffer zone distancing them from housing and where necessary consider new sites. With its waterside location, Lovsta has been earmarked as an area for utilities, which could make it an ideal site for a new heating plant. Bearing in mind the increasing competition for land, the city should push for more recessed or underground sites for interim storage, warehousing, water treatment plants, bus depots and so on. Space must be reserved or created to allow work on the existing water and sewerage systems and for installing new water and sewerage systems.

• Intensify collaboration on plants for new energy solutions

The city's spatial planning must, in line with the energy plan, facilitate new solutions for renewable energy provision such as cogeneration of power and heat based on biofuel. There should be a readiness to embrace alternative energy sources such as solar panels, wind power and geothermal energy, with numerous small-scale solutions in existing and new housing developments.

• Promote good housing and other functions in environmentally aware and energy-efficient buildings

The city's planning and approval of building permits should promote housing with a good living environment and energy-efficient buildings both in existing developments and in new projects. It is important to monitor technical advances in this area and be prepared to adopt new solutions.

• Plan for increased access to waste services

Recycling points for household waste are to be placed in easily accessible locations, while also considering the urban environment. Vacuum waste management systems for household waste and recycling sites set into the ground have major advantages, but a combination of collection systems is required tailored to local and economic conditions.

• Develop and safeguard the functions at the city's logistics centres

The logistics centres in Västberga-Årsta and Lunda are to maintain their current function, in line with the city's guidelines for business areas. However, the city must be prepared for future changes in the transport and logistics industry, with a demand for smaller transfer centres close to the inner city.

A city rich in experiences, culture and history



Environments with valuable cultural history

The picture shows Farsta, Hökarängen and Sköndal. The City Museum's classification of the outer city and its review of the various environments were reported to the City Executive Board in May 2010.



Cultural history classification of buildings in the inner city in accordance with the decision made by the City Council in 1996. The picture shows parts of Östermalm.

The beauty and identity of the city gain greater importance

Stockholm is one of the world's most beautiful cities, rich in history. The city's water, its proximity to nature, its outstanding heritage environments and numerous listed buildings are qualities appreciated by the people of Stockholm and visitors from around the world. All the indications are that these assets will take on greater significance as competition between regions increases, while sustainable growth is based on Stockholm's identity being preserved and built on.

Greater knowledge about the city's history

Managing Stockholm's historical assets is a central part of planning for the city's development. Knowledge about the history of the city has constantly increased, not least through the City Museum's focus on cataloguing and assessing buildings and wider environments. The view of what is valuable from a heritage perspective has been broadened to also include more recent housing developments, industrial sites and so on. The city currently has access to a range of background data for planning purposes, documenting ancient monuments and historically valuable buildings and environments in the inner city and large parts of the outer city.

Historical assets are the starting point as the city grows

ÖP99 includes Stockholm's Byggnadsordning, which describes and states the attitude to the city's distinguishing features, of which the historical assets are an essential part alongside the unique natural landscape. Stockholm's Byggnadsordning has proven extremely valuable for planning and issuing building permits in a growing city and is given further consideration in Chapter 3.

The city's focus on building inwards has brought about a broad increase in density within existing housing developments. Experience has shown that it is possible to make modern additions both in keeping with and in conscious contrast to the surrounding buildings, without losing the unique character of the area. Urban development and increasing density also create conditions for building further on earlier visions for Stockholm, such as when Lindhagensgatan was transformed into an esplanade all the way to Ulvsundasjön lake. In addition, this creates exciting opportunities to breathe new life into unique buildings.

Visions for a world-class city of culture

Cultural life is one of the cornerstones of the region's branding as 'Stockholm – The Capital of Scandinavia'. Stockholm's cultural life features strong institutions, extensive local cultural activities, a dynamic cultural climate in all artistic areas and a growing number of festivals. The region is also the centre of Sweden's cultural industry as the home of publishers, music companies and designers.

The range of experiences varies across the city

Stockholm's inner city has a hugely attractive range of venues for culture and experiences. The majority of the region's theatres, museums and other cultural institutions can be found here. However, there is no lack of ideas for locating large new facilities for culture, sport and experiences in the outer city, for example through various integration projects. Such a development would, in many ways, have a dynamic impact on the outer city.

At the same time, it should be pointed out that local culture is alive and well in many parts of the outer city, with venues such as small theatres and popular libraries. Public spaces such as parks, streets and squares also have an important role in making Stockholm a diverse city for culture and experiences.

KULTUR
VISION
2030

The City is currently drawing up its Cultural Vision 2030 to meet future needs in the cultural arena. One of the key points is to develop collaborations with other stakeholders in the region.

Tourism increasingly important

Tourism is becoming increasingly important to Stockholm. Tourism in the city has increased by more than 40 per cent over the past ten years, particularly in terms of the number of hotel stays and restaurant visits. The city has a good standard of hotel accommodation, with many top-class hotels, although there is a shortage of hotels in the budget category.

Typical attractions for tourists include City Hall, the Royal Palace, the Old Town, Djurgården and the main corridor from Drottninggatan to Södermalm. The city and the property owners concerned have carried out extensive renovations, but this work needs to continue. In addition, the city is a central launchpad for tourists who also visit other parts of the region, not least the archipelago. There is scope to build on the role that Stockholm plays in tourism within the ever-expanding Stockholm-Mälaren region.

Focus on exhibitions and events in Stockholm

Stockholm also has a strong position as an exhibition and congress city, with Stockholm International Fairs and recent investment in Kistamässan and Stockholm Waterfront. Planning is under way for a new national arena in Solna and for the Stockholm Arena in Globen City. There are also numerous ideas for other arenas for sports and events. One problem at the moment is a lack of central spaces where temporary events can be held. It should be possible to use the city's water in a new way for these short-term activities.

Popular libraries No. of visitors 2009

<i>Inner city</i>	
Stockholm City Library	1,162,811
Kulturhuset	763,213
Medborgarplatsen	509,658
Kungsholmen	368,619
Östermalm	201,477
<i>Outer city</i>	
Kista	198,476
Högdalen	196,580
Farsta	192,820
Skärholmen	192,475
Vällingby	167,234

Source: Stockholm City Library

Planning aim

- **Continue to increase knowledge about the city's history and incorporate historical assets in the planning process**
During the planning process, the city must preserve and develop its historical assets and safeguard the national interest in preserving cultural environments by improving collaboration between the city's administrations and with the national authorities. Particularly valuable buildings and environments are to be given priority (read more in Chapter 3).
- **Develop Stockholm's tourist areas and venues for major events**
The most important tourist areas should be developed through conscious planning. The events area in Södra Djurgården and the sporting area around Stadion are priorities, along with the main Drottninggatan-Götgatan-Globen corridor, where the redevelopment of Slussen is of major importance. The city must promote the creation of international class arenas, as well as new cultural institutions and museums. Opportunities for a wide range of events in public spaces should be ensured, for example by providing more spaces for events large and small.
- **Increase the variety of premises and public venues for culture and experiences**
The public environment is a core element in a diverse city for culture and experiences, so it is important to create high-impact environments with multiple assets and facilities. The continuing planning process should examine the need for premises that are suitable for cultural uses.

National interest – conservation of heritage environments

- Stockholm inner city and Djurgården
- Gamla Enskede
- Gröndal
- The LM Telephone Factory and the LMstaden area
- Pungpinan
- Skogskyrkogården cemetery
- Årsta Centrum
- Norra Ängby and Södra Ängby
- Olovslund
- VällingbyRäcksta
- Ålstengatan

See appendix to City Plan

National interest – Royal National City Park

- The historical landscape's natural and cultural assets

See appendix to City Plan

Health, safety and the environment in a dense city



Stockholms miljöprogram (Stockholm's Environment Programme) contains goals and guidelines for the city's environmental work. Adopted by Stockholm City Council in November 2007.



Stockholm's noise map
Example shows noise from road traffic, rail traffic, air traffic and industry.
Source: Environment and Health Administration



Air quality in Stockholm
The map shows roads where the environmental quality standard for particulates Pm10 was exceeded in 2006.
Source: Environment and Health Administration

The city's environment programme sets the focus

Stockholm has excellent conditions for living a good and healthy life. Planning needs to take a holistic view of people's health and wellbeing, with positive and negative factors weighed in the balance. The focus of the city's environmental work is set out in Stockholm's environment programme. The most important goals for the City Plan are to cut traffic emissions, to increase the proportion of Stockholmers who use public transport, cycle or walk, to reduce traffic noise and to lower emissions of greenhouse gases from energy consumption.

Traffic noise problems in the spotlight

Noise from road traffic is one of the city's environmental and health problems. Noise-limiting measures have been carried out in Stockholm for a long time now. These measures have included screens and sound-damping windows, but have also been targeted at the road traffic itself, for example with the congestion tax, local speed limits and road tunnels. There are also interesting trials under way with different road surfaces and quieter tyres, which could improve the soundscape in the city.

In order to create residential environments with good noise conditions while also enabling Stockholm to expand in a sustainable manner, the city has worked with the County Administrative Board to develop 'the Stockholm model'. This model allows for deviations from national regulations in certain circumstances.

Unique conditions at Stockholm-Bromma Airport

In March 2008, the city extended the Swedish Civil Aviation Authority's operating agreement for Stockholm-Bromma Airport until 2038. The agreement has been drawn up based on the unique conditions that prevail at the airport, which is surrounded by urban housing developments and is closed at night.

The new agreement opens the way to consider new residential developments in the Ulvsunda area, where noise levels are and will remain below 55 FBN and max 80 dBA. 120,000 Stockholmers already live in areas with equivalent sound levels. However, there should be no further increases in density in urban areas with noise levels above 55 FBN and max 80 dBA, irrespective of whether building has previously been given the green light.

Alongside new residential developments being considered in the planning process, the city will lobby for the government to clarify claims on the surroundings in terms of national interest and will take part in the Swedish National Housing Board's ongoing investigation into guidelines for aircraft noise. As well as noise, one of the issues that needs further examination is risk and safety in the area around the airport.

Challenges in achieving better air quality

In all its planning and supervision, the city must ensure that environmental quality standards for air quality are not exceeded. However, the regulations have complicated necessary densification projects that, after careful consideration, have been deemed sustainable in the long term. Recent judgments in the Swedish Supreme Administrative Court regarding new developments such as those around Hornstull and Norra Länken have, nevertheless, backed up the city's position that it is reasonable to have a local deterioration in air quality in locations where few people spend any length of time if the air is improved for many people in other locations in the city.

Measures to meet environmental quality standards for particulates and nitrogen dioxide should, in the first instance, be of a general nature and aimed at reducing pollutants at source. Key measures are exhaust gas cleansing and reduced use of studded tyres, but these are issues that the city can do little

about. Planning is to promote land use and a traffic system that reduces the need to travel by car. The design of a development project affects the local air quality to a certain extent, but it has a very limited effect on the situation in the city as a whole.

Risk and safety work even more important in a dense urban environment

Spatial planning is a significant element in the City of Stockholm's risk and safety work. Continued increases in density mean that many functions will be brought together in a limited space and that the complexity of the risk and safety work will increase. This applies not least to residential developments next to activities that require a buffer zone, or complicated infrastructure projects such as tunnels, street overbuilds and building below ground.

Climate change is expected to cause higher water levels in the Baltic Sea and prolonged, intensive rain will become more common. This may cause flooding of Lake Mälaren and other lakes and watercourses, which could affect low-lying areas and their utilities infrastructure. Groundwater levels are also expected to vary more, which could lead to landslides and damage to buildings. It is important to gradually increase knowledge about the consequences of climate change, not least because development projects and infrastructure have a long life.



Flood risk in the City of Stockholm before the redevelopment of Slussen, e.g. in the Ulvsunda area. The blue shading shows a 63% risk, while the red shading shows a 1% risk of flooding once in 100 years.

Source: The City Planning Administration

Planning aim

- **Create living environments with good noise conditions**

The Stockholm model for traffic noise can be applied during detailed development planning to create living environments with good noise conditions, while also allowing Stockholm to expand sustainably. Noise issues with regard to Stockholm-Bromma Airport are to be examined separately.

- **Work to improve air quality in the city**

Planning is to support a shift towards land use and a traffic system that reduce the need for car transport and promote public transport. When designing new developments, the negative impact on local air quality is to be minimised. Generally speaking, measures are to focus on reducing pollutants at source.

- **Increase readiness for climate change**

When planning in areas under threat from flooding or landslides, buildings and facilities must be adapted to the risks. Socially essential functions are to be sited in locations outside the risk areas or designed with careful consideration for the risks. As far as possible, stormwater should be drained away and handled locally through porous surfaces. The vegetation in the city is to be given a key role in mitigating the effects of a warmer climate and in enabling the city's shores to even out strong flows of water.

- **Develop a risk and safety perspective in the planning process**

Risk and safety issues must be clearly outlined at an early stage in collaboration with those concerned and the need for further background data to support the planning process is to be examined. When locating and designing new developments, risk sources, as defined in the appendix to this document, are to be identified and an assessment made of what consideration must be given to the risks.

National interest

– Stockholm-Bromma Airport

See appendix to City Plan

Environmental and risk factors

See appendix to City Plan

E.IA. Environmental impact assessment

See appendix to City Plan

The Stockholm model for detailed development plans and traffic noise:

1. Homes are to be built so that residents can sleep undisturbed at night (no more than 30 dBA equivalent and 45 dBA max noise level indoors).
2. Half of the habitable rooms are to be placed on the quiet side (no more than 55 dBA equivalent sound level outside the window).
3. Each apartment must have access to a quiet outdoor space (no more than 55 dBA equivalent and 70 dBA max noise level).

3.

Urban development strategies for sustainable growth



Starting points for a strategy of long-term sustainability

Chapter 2 presented the most urgent general interests, based on the challenges faced by urban development and the vision of a world-class Stockholm. These planning aims form the basis for the urban development strategy presented in this chapter. Other fundamental starting points are Stockholm's natural assets and the qualities of the urban development that has taken place over centuries.

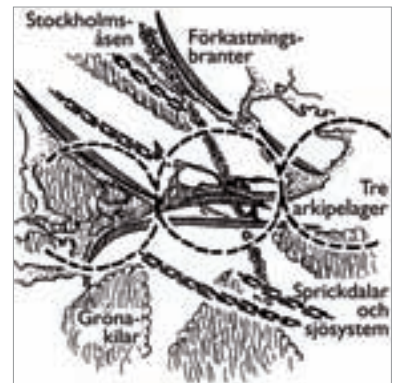
A unique natural landscape and clear growth rings

Stockholm takes its uniqueness from the archipelago landscape around the three large bodies of water in Lake Mälaren, the inner city and Saltsjön. The key landscape elements are the immense east-west fault scarps and the extensive rift valleys. The rift valleys are often surrounded by the pine-clad ridges that still remain in large parts of Stockholm's outer areas. The fault scarps and rift valleys are traversed north-south by Stockholmsåsen, a ridge that over a thousand years ago formed Stadsholmen as the cut-off point between the landscape around Lake Mälaren and the Baltic Sea.

Stockholm started out as the medieval settlement on Stadsholmen, now known as the Old Town. Today's Stockholm shows clear growth rings, with each age leaving its mark on the cityscape. The growth rings comprise everything from the city's grid layout from the Age of Greatness and the industrialisation of the late nineteenth century to garden cities of the early twentieth century and 1950s suburbs such as Vällingby. All these growth rings are the result of a strong planning tradition, where urban districts are expanded following a relatively rigidly regulated pattern. Stockholms Byggnadsordning sorts the growth rings into 12 characteristic groups.

An infrastructure that shaped the city's development

The development projects of the twentieth century have, in many respects, governed the expansion of infrastructure, not least rail communications. For



Prominent elements of the distinctive natural landscape

- Three archipelagos
- Fault scarps
- Rift valleys and lake systems
- Stockholmsåsen ridge
- Green wedges and green spaces

Source: Stockholms Byggnadsordning



- Old Town 1200–1800
- Stone City 1880–1930
- Early Suburb 1890–1920
- Villa City 1890–1930
- Garden City 1910–1945
- Stone City Ring 1930s/40s
- Low-Rise Community 1930–1950
- Metro Community 1950–1975
- New City Enclave 1980s/90s
- New Inner Suburb 1990s
- Institutional Parks 1880–1950
- Business Areas 1990s

Twelve development characteristics in Stockholm

Source: Stockholms Byggnadsordning

large parts of the outer city, rail transport, particularly the metro, forms the backbone of the urban structure. Accessibility to and from the inner city is excellent from the suburbs and is one of the reasons why Stockholm has such a high proportion of public transport users.

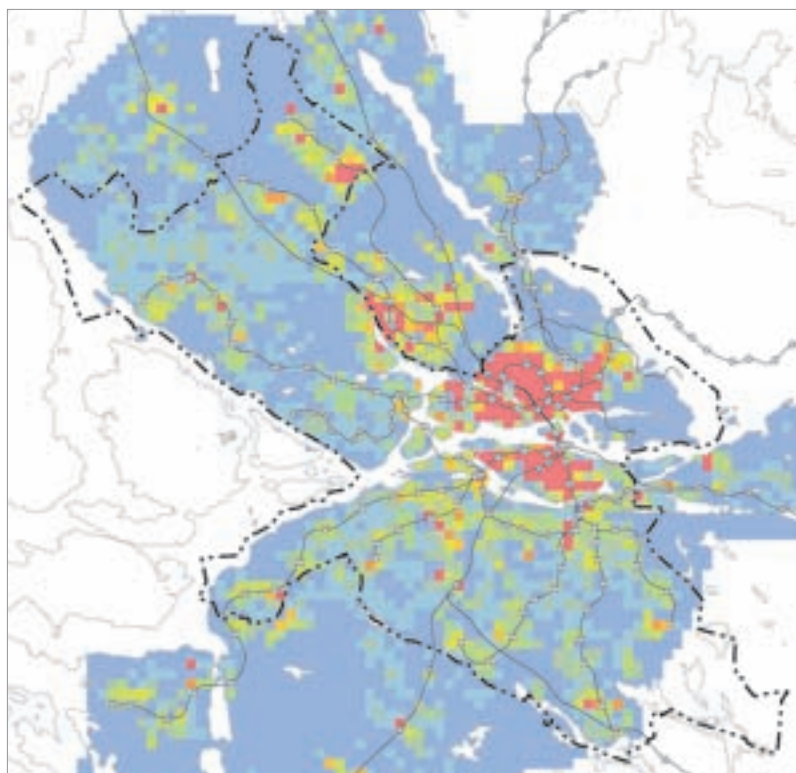
The radial city structure shaped by the rail transport network served its purpose well for much of the twentieth century, but it has become increasingly clear that this structure does not meet all of today's needs. The band of urban districts in the outer city are often separated by major infrastructure and green areas of various kinds. Poor transverse connections and weak physical links fail to support people's patterns of movement or integration between the areas.

The general focus of the City Plan 1999 was to retain these parts of the contiguous green structure. However, there are strong arguments in favour of abandoning this principle as the city grows and the needs of Stockholmers change. The ambition in this City Plan is to bring a modern urban layout to post-war Stockholm.

Mixed and homogenous districts with varying intensity

The vision of a world-class Stockholm is all about creating a vibrant and growing city that mixes different functions. The model often used is the intensive urban environment of the inner city, with its diverse range of housing, workplaces and services that attract many Stockholmers and visitors.

Stockholm is quite sparsely populated in comparison with other major cities. The plot ratio is highest in the dense built environment of the inner city, together with other parts of the central region and Kista. There are, of course, dense centres of population in other parts of the region, for example in Vällingby and Skärholmen, but these are only limited areas of the suburbs. The conclusion is that there is considerable potential for increasing density in large parts of Stockholm and that greater density can help to create a more vibrant environment in line with the city's vision.



Density in Stockholm. The map shows local density (plot ratio) in 10 hectare blocks. Red is a plot ratio above 1, yellow is around 0.5 and blue is less than 0.1.

Source: Spacescape, the Office of Regional Planning and the City Planning Administration

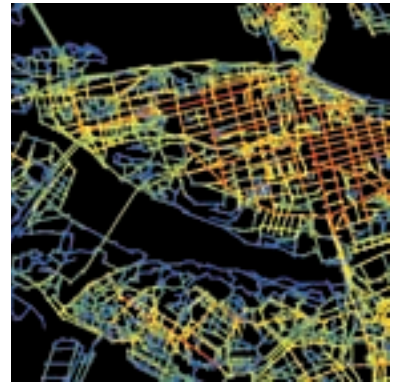
The central parts of the region also stand apart in terms of the mix of housing and workplaces. In other urban districts housing dominates, with the exception of green spaces and designated business areas, which relate to the focus of earlier urban planning to separate functions from one another. Although there are significant business areas in most parts of Stockholm, the situation as things stand is a long way off the goal of a mixed city.

Vibrant and safe urban living is also related to the public environment, how people move around the city and how different functions interact from a more local perspective. The degree of success varies in different parts of Stockholm. Many point out that a dense network of streets, pathways and cycle paths creates more options for moving around, which has a major impact on people's sense of security. This is another starting point for the strategies in this City Plan.

Balancing interests for a more integrated and better connected Stockholm

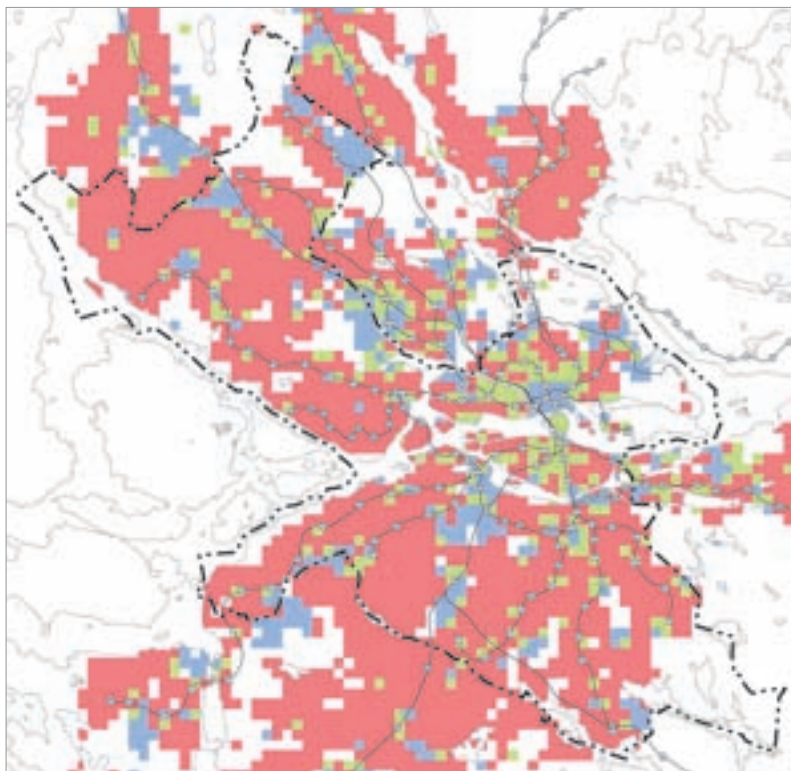
A collective strategy for urban development requires the balancing of often competing interests. It is necessary, for example, to balance the need for small infill projects in many places across the city with the benefit of making large-scale investments. Another example is the balance between exploiting the potential of central Stockholm and prioritising areas where market conditions are not quite as good. The benefits of connecting the city must also be balanced against the value of expansive contiguous green areas.

The urban development strategy presented in this City Plan comprises four parts that together create a more integrated and better connected Stockholm. The strategies involve central Stockholm continuing to be developed, a focus on the strategic nodes in the outlying areas and better links between the different parts of the city. A strategy is also proposed for safeguarding and developing vibrant city life in other parts of Stockholm.



Space syntax analysis is a method of measuring how spatially integrated the urban environment is, based on calculations of how streets and paths link up with one another. The example shows Södermalm and Årsta, with the red and yellow shading indicating high integration and the blue colours showing low integration.

Source: Spacescape



Mix of functions. The map shows the ratio of residential and non-residential space in 10 hectare blocks. Red is more than 75%, green 25–75% and blue less than 25% residential.

Source: Spacescape, the Office of Regional Planning and the City Planning Administration



Central Stockholm enjoys a unique position in the Stockholm-Mälaren region and operates in many respects as an engine for the entire county's growth. The inner city boasts a number of attractive areas in the Stockholm housing market, the majority of the region's culture and entertainment and a large number of companies and organisations with a high international profile.

These central areas continue to be extremely important for the region and for Sweden as a whole in the future. A dense city core in the central parts of the region also encourages sustainable development in many respects, particularly due to the excellent opportunities created for sustainable transport. The city should therefore continue its planning to strengthen central Stockholm.

Focus on urban development areas exemplified by two eco-profile residential areas

The transformation of former docks and industrial areas into new communities has proved a success. The planning status for each of these urban development areas is shown in the appendix to this City Plan. This focus is a long-term undertaking on behalf of the City of Stockholm, and it will be completed gradually over the years ahead through close cooperation between administrations and companies in the City of Stockholm and with private construction and housing companies. Experience from Hammarby Sjöstad shows that long-term planning, a shared vision and step-by-step progress provide a framework for creating dynamic, varied neighbourhoods with their own identities.

In the future, too, the shared vision for the urban development areas in the city centre must be for high-density, attractive, mixed-use neighbourhoods with high-quality buildings and public spaces. It is important to make the most of the opportunities for linking these areas together with the rest of the inner city, neighbouring districts in the outer city and surrounding municipalities.

In doing so, sustainable urban development and eco-efficient solutions are essential. For Stockholm Royal Seaport (Norra Djurgårdsstaden) and Västra Liljeholmen/Lövholmen a separate eco-profile must be created on the basis of experiences drawn from work on the environment in Hammarby Sjöstad. In Stockholm Royal Seaport the focus will be on energy use, transport, climate-friendly living, the eco-cycle and lifestyle issues with the aim of making this neighbourhood fossil fuel free by 2030. For Lövholmen the profile will be drawn up in collaboration with developers in the area.

Urban renewal continues, highlighting the nodes of the future in the inner city

The city centre is the most important workplace area in Stockholm, a centre for decision-making in Sweden and a central public space for the region's inhabitants and visitors from across the world. Since the 1990s, the City of Stockholm has been working actively to transform the city centre, focusing on creating attractive public spaces, commercial premises and new housing in certain areas.

Guidelines

- Create dense and attractive mixed-use neighbourhoods and high-quality public spaces
- Make the most of the opportunities for strengthening links between urban development areas and neighbouring districts.
- Take sustainable urban development and eco-efficient solutions further, particularly in the city's two eco-profile areas.



This renewal work needs to be taken further and coordinated with the infrastructure investments planned for Norrmalm. The aim is to create an intensive urban environment with attractive main corridors and better waterfront access. The greatest transformation can be achieved in the western parts of the city centre area, with the new stations on the Citybanan line and the build-over of the rail yard in the future. The more recent developments in the city centre must also be able to be updated and redeveloped to meet needs for modern office space, housing close to the city centre and public services. As the city grows, city centre functions in neighbouring areas also need to be examined, and planning should take an expanded city centre area as its starting point (see map in Chapter 4).

Other parts of the inner city also share characteristics reminiscent of the city centre, with workplaces and commercial services featuring heavily and very high regional accessibility. In the long term the investments in new infrastructure in this City Plan mean major pressure for redevelopment at a number of central points. These investments will also open up opportunities to relieve the pressure on Stockholm's Central Station and T-Centralen, whose traffic load is currently approaching the limits of its capacity in the rush hour. This primarily involves transforming Slussen, improving accessibility to the east, and Odenplan, adding a new commuter train station and a future metro extension. Fridhemsplan will also take on a considerably more central role, thanks to development on the central island of Kungsholmen and the proposed future improvements in public transport in the west of the inner city.

A modern science city in a unique environment supports higher education and world-class research

Higher education and research carried out primarily by Stockholm University, the Royal Institute of Technology (KTH) and Karolinska Institutet (KI) in the northern part of the inner city is of major importance for the international competitiveness of the Stockholm-Mälaren region. The long-term development needs of these institutions must therefore be met, while also preserving the unique environment in these parts of Stockholm.

The majority of the university's buildings and individual parts of KTH lie within the Royal National City Park and here the aim set out in the detailed comprehensive plan for the area applies. In this plan, Albano is highlighted as an area for change with high-density housing and otherwise emphasis is placed on the importance of better links to surrounding open spaces and between Stockholm University, KTH and Karolinska-Norra Station. To meet the needs for higher education and research, the city should intensify its planning to create a modern science city.

Developing planning for a more cohesive urban environment in Stockholm's inner suburbs

The districts adjoining the current inner city and the new urban development areas have become increasingly attractive in the past decade. Short distances to the sought-after areas of Östermalm, Norrmalm and Södermalm and proximity to water and green areas are clear elements in the attractiveness of the inner suburbs. They also have excellent public transport, particularly the Tvärbanan LRT line and the metro.

These districts are largely sparsely exploited in comparison to the inner city. Programme work and studies are in progress looking at how the density of housing and businesses can continue to be increased, both in urban development areas and in other parts of the inner suburbs. This planning should continue in order to make the most of the excellent accessibility of these neigh-

Guidelines

- Take urban renewal further with a focus on intense urban environments, attractive high streets and modern city architecture.
 - Maintain a high level of preparedness for future regeneration at the other central points of the inner city.
-



Guidelines

- Create a modern science city that meets the development needs of higher education and research.
 - Develop Albano into a high-density urban environment and improve the prerequisites for pedestrian, cycle and public transport between Stockholm University, KTH and KI.
 - Preserve the major natural and cultural assets in the area.
-



Guidelines

- Plan for a cohesive, dense and dynamic urban environment in Stockholm's inner suburbs.
 - Safeguard the need for high-amenity parks, attractive public spaces and corridors.
 - In particular, examine appropriate development in the border zone between central Stockholm and surrounding districts.
-

bourhoods and exploit opportunities for strengthening links between different parts of the city.

The overall aim must be to create a denser, more cohesive, more versatile and more dynamic urban environment with opportunities for a broader range of homes, businesses, services, culture, experiences and so on. Achieving this goal will involve transforming several of the inner suburbs. At the same time, the value of the historic buildings from different eras that create Stockholm's character must be upheld, and so must the importance of attractive parks and natural areas. Improving the flow for pedestrian and cycle traffic and reducing barrier effects must also be made a priority.

On the land use map the expansion of the city centre has been delimited schematically. In other words, the boundary is not exact but must be tested in continued planning.

Conflicts between sustainable growth goals

Further increasing density in central Stockholm demands measures to meet acceptable levels of noise and air pollution caused by traffic. Work on risks and safety becomes ever more complex in an environment whose density is increasing. At the same time, a high-density city in the central part of the region has clear advantages from the point of view of sustainability. Existing land resources are exploited efficiently and high accessibility to public transport is preserved. From a social perspective, too, there are gains to be made from seeing the inner city expand beyond its historic boundaries, the old tollgates.

Continued urban development in central Stockholm is of major importance for the region's competitiveness and means increased provision of homes and jobs in attractive locations. However, these major and complicated projects do also bring higher costs for the City of Stockholm and it is assumed that completion will be gradual, taking into account the financial circumstances.

The focus on central Stockholm means higher competition for land and that some green spaces will have to be exploited. At the same time, the need for good parks and recreation space will increase as the population grows. Questions about sites of natural and historic value will be at the forefront in planning for a more cohesive and higher-density urban environment. It is necessary to seize the opportunity to revitalise parks and historic buildings in conjunction with urban development.

Another conflict concerns the advantages of redeveloping the city centre area versus safeguarding the historic values of Stockholm's inner city, for example the experience of the city's waterfronts, silhouette and topography. Appropriate development in the west of the city and regeneration involving more construction in the rest of the city centre need to be carefully evaluated in terms of their impact on these kinds of assets.



In many ways Stockholm is a single-core city. It is true that during the post-war period some major centres were developed in the outer suburbs, but the plans of the time for a mixed-use city with homes, jobs and centre functions in these areas have failed to materialise. The exception is Kista, which is in the process of gaining amenities comparable with those of the inner city.

Sustainable growth and development towards a world-class Stockholm demand a better balance between the different parts of the city than is currently the case. The city therefore needs to support the development of a polycentric structure with dense and high-amenity nodes in the outer city.

The City Plan identifies a number of nodes outside the city centre which have more or less tangible development potential. These areas all have their own different starting points and different criteria in general but what they all have in common is that they constitute important public transport hubs and largely enjoy good or very good access to services. The planning criteria and development opportunities for each of these areas are set out in Chapter 4.

The focus on nodes is coordinated with the development of Stockholm's infrastructure

A focus on strategic nodes demands that they offer excellent access into the city centre by road and rail. The major infrastructure investments already initiated or decided, such as the Citybanan rail line, to give a prime example, create a new playing field and a unique opportunity to exploit the potential of the outer city.

It is also necessary to develop high-class transport connections to neighbouring districts so that the nodes can be linked to one another and in the long term form a cohesive network. Plans for new cross-city rail traffic in western and southern suburbs will considerably raise the status of the nodes in the region and have a knock-on effect in terms of increasing interest in housing construction and business start-ups/relocations.

In addition, it is important to secure excellent local accessibility from neighbouring districts so that adjoining areas can reap the benefits of the broad range of services, culture and other facilities. The city should develop strong and dynamic communication corridors to support transport, pedestrians and cyclists. In this way the nodes can also serve as important points for switching from one type of transport to another.

Developing more attractive housing and multi-use urban environments in the nodes

The focus on nodes is based on studying these districts with a view to greater increases in density and more extensive urban development. The overall objective is to create versatile and dense urban environments with a great mix of housing, parks, businesses and services, and so on. The new buildings will make these nodes higher density in character and more varied in design. It is

Guidelines

- Coordinate the development of nodes with the future transport system in the Stockholm-Mälardalen region.
 - Develop a cohesive network of nodes in the southern and western suburbs.
 - Increase links between nodes and neighbouring districts.
-





of major importance that the design of public spaces in the streets and squares remains of a high quality and adds features that attract many people to spend time in them.

The nodes differ in character and start out with different circumstances from which to develop the spatial environment. Districts such as Farsta, Högdalen, Skärholmen and Vällingby were planned as centres for groups of districts in the 1950s and 1960s, with a clear distinction between the neighbourhood centre, homes of varying density, and in some cases workplaces. Some of the other nodes, such as Älvsjö and Spånga, have a more varied history and a housing structure that has gradually developed over time.

For development in these nodes to be successful, planning must seize on the qualities that exist in the areas and build further on the character of the neighbourhood in question. In some cases more tangible change will be required, such as to reduce the barrier effect from infrastructure and further develop the traffic and street environment to make spending time in the urban environment more attractive. The transformation of Vällingby shows that gradual renewal of the centre and surrounding residential areas can be carried out while also preserving unique historic sites.

A focus on adding new, high-class residential environments, together with the quality of the neighbourhood's schools, for example, has a bearing on the reputation of these neighbourhoods and promotes positive development in a wider sense. Several of the nodes have a relatively homogenous range of housing. More varied housing would attract more housing consumers and provide increased opportunities for upward housing mobility within a single district.

Another key factor is the development of parks and green spaces, particularly considering that less valuable green areas may have to be sacrificed to urban renewal. Starting points for planning include incorporating parks and green spaces as elements in the urban environment and taking into account the fact that the attractiveness of green spaces depends more on the amenities they provide, their design and their accessibility than on their size. Knowledge about the people of Stockholm's access to parks and the countryside and the value they place on nearby green spaces will be very valuable in the ongoing planning process.

Guidelines

- Develop a multifaceted urban environment taking the characteristics of the neighbourhood as its starting point.
- Plan for an architecturally varied range of housing that will attract many of Stockholm's residents.
- Develop the amenity value of parks and improve access to valuable green spaces.

Gradually developing varied businesses and services on the basis of local conditions

The city needs to be generally well prepared for a major increase in the number of workplaces. In this perspective, a long-term focus on nodes is of strategic importance for Stockholm as a business city. The breadth of nodes with different profiles and varied architecture offers exciting new opportunities for the business community today and long into the future. More workplaces will also have a positive knock-on effect towards creating an urban environment that is even more dynamic, and at more times of the day.

The development of companies and businesses needs to take place on the basis of local conditions. In some areas the initial position is good, and development in Kista is one example where distance from the city centre is not necessarily a barrier to companies' interest in investing in development projects outside the heart of the city. In areas such as Älvsjö, too, there are stakeholders who recognise the opportunity to benefit from its strategic location and excellent accessibility.

In other areas interest in new workplaces is currently lower. Here it will take a major commitment on the part of the city and broad-based cooperation with many players if a diverse business community is to be achieved in the longer term. The challenge partly involves attaining a critical mass of different businesses and attracting key actors capable of bringing in other businesses and



creating a positive trend for the area. Existing commercial areas in the vicinity may also need to change in profile as a result of future development of the business base.

One advantage is that all the nodes have a more or less strong range of commercial services. The service industry also constitutes an important sector for the future and a major employer for those living in neighbouring districts. The major centres in Farsta, Skärholmen, Vällingby and Kista attract a large number of visitors and offer great potential that can be exploited further. The other nodes are also well placed to develop their range of services as more homes and workplaces are built.

Public services have already partly been concentrated in the nodes of the City Plan. As a rule, it is here that health centres and comprehensive and upper-secondary schools are found, often along with the head office of the district administration. It would make sense for more specialised operations geared towards many of Stockholm's residents, such as vocational upper-secondary schools, to be set up in such locations, particularly in view of the excellent regional connections.

Culture, entertainment and sport increase attractiveness

To increase the attractiveness of the nodes, the city should work to broaden the range of cultural events, entertainment and experiences on offer. This type of activity attracts many people and plays a key role in the identity and development of an area.

In many cases the nodes are well placed to become strong destinations for culture, events and sport for neighbouring areas and visitors from the region as a whole. Such a trend is under way in several places, such as through Stadsteatern's stage in Skärholmen or the plans for a new type of district library in Kista. Stockholm International Fairs with its hotel in Älvsjö is already one of the region's most popular visitor attractions.

There is a long-term need to increase the number of larger venues and arenas for culture, events and sport. The city should examine opportunities to steer this type of new start-up to the nodes of the outer city. Access to land with development potential is greater in the nodes than it is in central Stockholm and accessibility for visitors is generally completely comparable with that of more central locations, particularly once the planned infrastructure developments have been completed. Such spectacular siting decisions can also become important symbolic projects or new landmarks, which in turn can promote positive development in other sectors too.

The focus assumes a multifaceted development plan and step-by-step expansion

The focus on developing strategic nodes should take a long-term view. Its success demands extensive commitment from many players. This is partly about a new form of planning, bringing with it a range of challenges different from those of the urban development areas of today. Urban development in nodes means that more or less extensive increases in density in existing neighbourhoods have to be studied. This makes new demands in terms of a holistic perspective in planning and a good dialogue with the people currently living and working in these areas.

It is not possible or even desirable to focus on all the nodes at the same time, and local conditions and social development can change relatively quickly. Decisions to implement this strategy must be passed on an ongoing basis by the City Council in conjunction with budget planning supported by a rolling urban development planning process. Questions concerning implementation will be expanded on in Chapter 5.

Guidelines

- Create good relocation/start-up opportunities for the companies and organisations of today and tomorrow.
 - Work to extend the range of commercial services on offer.
 - Develop public services in the nodes hand in hand with urban development.
-

Guidelines

- Promote the nodes as the home of regional culture and events.
 - Increase opportunities for sport and recreation.
-



Guidelines

- Plan for developing nodes on the basis of a holistic perspective and a good dialogue with those who live or work in them.
 - Facilitate step-by-step development and foster excellent coordination within the City of Stockholm.
-

Conflicts between sustainable growth goals

Developing a wide range of amenities in the nodes runs the risk of reducing access to services in neighbouring districts where provision is sometimes deficient even at the moment. However, concentrating services in the nodes is more advantageous than continuing development towards more external trade. It assumes that accessibility from adjoining areas is high and proposed improvements to public transport are thereby significant.

Like urban development in central Stockholm, extensive additional construction and change in the urban environment brings with it major costs for the city. More balanced growth in the region is at the same time positive in several respects. Furthermore, developing nodes means that the existing infrastructure can be exploited more effectively as more people will then be travelling outwards from the inner city in the rush hour.

Another conflict of interest that must be tackled is how the changes affect the historic values that exist in the nodes, for example characteristic 1960s suburbs, typical of their time. It will be particularly important to study how the values of today can be developed further, even if not all their characteristic features can be retained. It should also be stressed that concentrating on some districts means less development for other areas.

Furthermore, the value of existing green spaces must be set against the opportunity to develop the urban environment further. In this context, too, it is important to emphasise that concentrated increases in density overall mean that valuable green spaces can be retained in surrounding areas. However, development in the nodes needs to be characterised by active park planning to create more high-amenity and accessible parks for a growing population.



The City of Stockholm has set high long-term goals for a more cohesive city without social or physical barriers. Many areas in Stockholm are poorly integrated with surrounding neighbourhoods and public transport as a rule does not encourage travel to destinations other than the inner city. What is required is a long-term strategy to physically link together the different parts of Stockholm to form a more integrated urban environment. This would increase the opportunities of local people to meet and travel to work, education and leisure activities in a sustainable way.

The City Plan sets out a number of principles for linking together the different parts of Stockholm, from both a regional and a more local perspective. This strategy is largely based on improving infrastructure. On top of this, it also involves new joined-up development in strategic locations and in vital corridors, not to mention the development of more meeting places in the green spaces that often separate the districts of the outer city from one another.

Infrastructure improvements will also support continued integration in the Stockholm-Mälaren region

Central Stockholm is generally easily accessible from most areas within the city's borders. However, there is a major lack of transport capacity between northern and southern parts of the region over the Saltsjö-Mälaren water strait, particularly during the rush hour. These deficiencies will become even more evident as the population grows, and there is a risk that part of the region will become isolated and that the dynamism of the region will fail to be exploited.

The Citybanan and Mälarbanan rail lines are the most important projects for improving public transport in the region. The city is also prioritising the Stockholm Bypass (Förfart Stockholm) to link together the north and south of the region. For these major projects to have the greatest possible impact, good coordination with development planning at important nodes within the city's borders is essential.

Furthermore, a number of measures are required to develop a modern transport system in the region. In central sections, the metro system is pushed to its limits and needs to be expanded, including a new branch to Nacka and an extension of the green line between Odenplan and Karolinska. In central Stockholm there is also a need to take pressure off the metro network and cut congestion at T-Centralen by means of a modern tram network. The City Plan includes converting bus route no. 4 to a tramline and, in the long term, building a westbound public transport link from Älvsjö towards the university via Fridhemsplan.

The nodes in the outer city will become strong junctions in the infrastructure of the future

The transport system has a major structural effect on social development, but far too often traffic planning has been run separately from urban development planning. The planned focus on nodes will improve opportunities for coordi-



Guidelines

- Prioritise the completion of the Citybanan line and the Stockholm Bypass to create strong links between southern and northern Stockholm.
 - Foster the future expansion of public transport to encourage continued integration in the Stockholm-Mälaren region.
-

Guidelines

- Promote attractive transport corridors between the nodes in the outer city to support sustainable travel.
 - Develop the interplay between traffic planning and construction planning to effectively implement appropriate infrastructure.
-

Photographer: Sten Jansin



Guidelines

- Develop new urban environments in important transport corridors connected to nodes.
 - Plan for new developments that reduce barrier effects and environmental disturbance from traffic and create new links.
 - Increase access to attractive green spaces and create good interfaces between housing and green areas.
 - Low-rise housing should be sited with the aim of linking together nodes in the outer city.
-



nating planning of future transport corridors and the new development areas in the outer city.

Achieving sustainable growth throughout Stockholm demands infrastructure that links together the nodes of the outer city. The Tvärbanan LRT line which currently runs between Hammarby Sjöstad and Alvik is one example of how streamlined public transport not only improves accessibility but also promotes an attractive urban environment with strong urban links.

The City Plan sets out a number of transport corridors between nodes that should be improved in the short and the longer term. As well as extending the metro between Akalla-Barkaby and Hagsätra-Älvsjö, this also involves new light rail lines in the form of Tvärbanan Norr, extending Tvärbanan on the north of the city and Spårväg Syd in the south. In terms of long-term improvements to public transport in the central and eastern southern suburbs, the plan does not involve reaching a decision on which means of transport is the most appropriate.

Creating a more integrated outer city with new cohesive urban environments and improved connections

Planning is currently under way in several places to achieve a more cohesive urban environment with new buildings and a more urban traffic and street layout. This focus is key in the major urban development areas in central Stockholm, but also, for example, in the plans for Ågesta Broväg in Farsta and Löfstavägen in Hässelby.

Experience from these projects is good, and this City Plan sets out other corridors that should be studied further on the basis of equivalent starting points. The common goal is for new urban development to contribute towards a multifaceted urban environment where it is more attractive to walk and cycle for day-to-day journeys. A joint focus on the most important corridors may also, combined with increased density in the nodes, provide entirely new prerequisites for high-capacity public transport.

In some cases, planning can be focused on turning oversized roads into more urban main streets with surrounding architecture, as has been done with Löfstavägen. In other cases, urban development should be focused on reducing physical barriers and creating new links across roads and rail lines.

The City Plan includes several future and already started road projects that involve considerable environmental improvements thanks to street overbuilds or other measures. Here opportunities are being created to link the city together with new buildings, while at the same time reducing traffic disturbance. An example of this are the plans to build new housing in two locations above the E18 motorway in Rinkeby and Tensta.

The development of new urban environments between existing neighbourhoods requires conscious work to improve the amenities of the green spaces that remain. It is also important to carefully study how the new buildings relate to the surrounding green spaces. Building low-rise homes with the aim of linking districts together is an idea worth trying.

Improving the green wedges and creating more attractive meeting places in parks and green spaces

In addition to the above measures, a more cohesive city can be created via vibrant and safe green pedestrian corridors between neighbourhoods. Well-implemented park planning with increased amenities and new destinations in green areas can, if well managed, attract many Stockholm residents from other parts of the city. Some examples of this are the culture park in Vinterviken and the events corridor in Järvafältet discussed under Vision for Järva. The planned development of Gubbängsfältet and Högdalstopparna as inten-

sive environments for sports and recreation are another two examples. Less spectacular initiatives may also be of great local importance for bringing the city together.

The City of Stockholm's part in the regional structure of green wedges is largely protected in the form of nature reserves or culture reserves. There are some larger and valuable nature areas where green links should be studied, particularly as the city develops and changes. At the same time, the green wedges need to be developed and to form better links with the built environment so as to reduce their isolating effects. Such areas include Järvafältet and Stockholm's part of the Hanveden wedge in Högdalen-Rågsved-Fagersjö as well as the links between the northern and southern parts of the Royal National City Park. Here the city also needs to particularly prioritise different ways of reinforcing weak sections.

Guidelines

- Link districts together with safe and attractive green corridors.
 - Develop meeting places and destinations for recreation and sport in parks and green spaces.
 - Preserve the regional green wedges, improve links with surrounding built-up areas and strengthen weak sections.
-

Conflicts between sustainable growth goals

The major challenge lies in the complex relationships between the need for increased accessibility, indications of increased road traffic, and the major environment and climate impact of the transport sector. It is true that technological advances in the vehicle market offer potential, but nevertheless powerful measures are required to reduce the need for private motorised transport and increase the use of public transport, cycling and walking, for example by further developing financial instruments.

Much of the investment in new infrastructure currently has no funding and experience is that the state often postpones projects for financial reasons. However the city needs to clearly set out its vision for a transport system of tomorrow in Stockholm. The likelihood of seeing the plans realised will also increase considerably given good coordination with construction planning.

Another conflict is that new urban environments or sporting facilities risk coming into conflict with the value placed on large contiguous green spaces. This requires careful planning and awareness of how both ecological and social assets can be strengthened as the city develops. The historic value of clearly delimited districts must also be taken into account. At the same time, it must be pointed out that a more cohesive urban environment offers a number of social advantages. This may mean that small parts of the regional green structure may be taken into use after careful consideration.



Vision 2030 emphasises that the whole of Stockholm is to be safe and dynamic. This assumes a good balance between major investments of regional importance and smaller additional work to meet the needs of today and tomorrow in other parts of the city. Planning also needs to highlight how the whole city can benefit from the growth and intensive development taking place in the major development areas.

Current use of land and water areas will be retained across large parts of Stockholm

The City Plan is based on an assessment of future needs and land use at an overall level. In order to comply with the aims of planning and achieve sustainable growth, a large proportion of the city's development needs to be carried out by adding homes, businesses and facilities within the framework of current land and water use. The exceptions are the strategic areas and links covered by strategies 1 to 3 in this plan.

An overview of land and water use is set out in the land use map and each type of area involves a number of stakeholders who will need to work together in this modern and growing city. These interests will be weighed up in greater detail in subsequent planning on the basis of the planning aims set out in Chapter 2 and the steering documents and planning documentation referred to in the City Plan.

Particular consideration must be given to ensuring that the outline of current land use in the land use map is schematic and largely based on current detailed plans. The most appropriate use of land within border zones between categories needs to be examined in continued planning. This concerns, for example, the interface between built-up areas and green spaces where a careful analysis of the amenity value and character of both the green space and the built-up area will indicate what kind of development is appropriate.

Gradually developing the urban environment on the basis of local conditions

In the built-up city land use is mixed, encompassing everything that goes to make up a city. Housing dominates in general but workplaces, services, institutions, streets and parks, and so on are also present in varying degrees within these areas. The land use map shows inner city development, and dense and sparse urban development. In general it is the case that the inner city has the most mixed land use, while land use in dense and sparse urban development is often more divided according to function. Sparse urban development is largely dominated by low-rise housing.

The cityscape has developed and changed gradually over the years. In the future, too, transformation of the existing urban environment and infill with new buildings will be carried out on the basis of local conditions and needs. What all the districts have in common is an interest in increasing and varying housing provision. Less density with new housing will thus be relevant in

Guidelines

- Particularly prioritise the interests set out in the City Plan.
- Examine appropriate use in the border zones between different areas in continued planning.



many places and planning must in addition be able to meet long-term needs, for example for preschools and schools, local services and utilities infrastructure in urban areas.

In general it is the case that infill development in good public transport locations must be prioritised and land must be used as efficiently as possible. Efficient land use often involves reusing brownfield sites for new purposes. In some locations the most effective use of land can be trying out new urban development, for example in a green space, while improving the quality of parks in the vicinity at the same time. Efficient use of land can also involve infill development being concentrated in local corridors where individual projects can work together and jointly create a better urban environment.

Gradual development of urban areas always has consequences for the people who live and work in the area concerned. These consequences are normally increased traffic, changed parking conditions, the development of previously undeveloped land, and changes to the light and the view for neighbouring buildings. In a growing city these types of changes for neighbours normally need to be accepted if the aim of a safe and vibrant urban environment is to be achieved.

Public spaces take on greater importance in urban living

Public spaces are taking on increasing importance for the quality of life of the people of Stockholm as the city grows and increases in density. The city must generally aim high in terms of the design and management of streets, squares, parks and green spaces. Opportunities to move through the city on foot or by bike safely must be a central starting point in the planning process. In this context, accessibility for people with disabilities is a key priority.

In the central parts of the city public spaces often suffer from high numbers of visitors and experience wear and tear, making high-quality management of the public environment of strategic importance. In some places in the outer city the challenge is more that many public spaces are felt to be desolate and unsafe. Planning needs to clearly highlight questions concerning the operation and maintenance of public spaces.

Furthermore, the design and management of the environment immediately adjoining housing areas is of major importance for safety and quality of life. Play and recreation areas should be prioritised in planning new homes. Parking spaces and similar should ideally be located underground or beneath buildings.

Preserving and developing Stockholm's characteristic features, historical assets and beauty

Stockholm's beauty is a clear part of the city's appeal. Urban development in the future, too, must be able to tackle the challenge of protecting Stockholm's beauty and character as the city grows and changes. To succeed in this, both new development and the management of older buildings must live up to the expectations of a world-class city.

With the exception of the development areas, nodes and links pointed out in the City Plan, development and increasing density must mainly take place within the framework of the existing structure. The starting point for this is the description of the character of the city set out in Stockholm's Byggnadsordning. This forms part of the City Plan 1999 and includes descriptions and approaches to the urban landscape and to the urban development features found in Stockholm (see map in section 3.1). Historically valuable environments are an important part of this description.

This will continue to serve as an important basis for planning and provide support in locating and designing new urban areas with care in such a way that they tie in with their surroundings. All districts have buildings that particularly contribute towards the character of the city, parks and green spaces, and

Guidelines

- Plan for infill development in good locations for public transport.
 - Prioritise changes that involve using land as efficiently as possible.
 - Clearly set out the consequences of infill development and increasing density in planning.
-



Guidelines

- Seek to create a good local environment surrounding existing and new homes.
 - Make the most of opportunities to create a wealth of vibrant and safe public spaces in all areas.
 - Highlight operation and maintenance aspects clearly in planning.
-

Guidelines

- Introduce new development with care for the overall impact of the cityscape.
 - Plan for new urban development in harmony with or consciously in contrast to the area's urban character.
 - Design new developments of high architectural quality in such a way that they contribute towards an attractive whole.
 - Carefully preserve and upgrade buildings that contribute towards the character of the city.
-



Guidelines

- Increase awareness of local needs.
 - Strengthen local links to the strategic areas of the city.
-

so on, and these elements must be carefully preserved and renewed. It is just as important that new urban development is of at least as high a quality as its surroundings and that it contributes towards an attractive urban environment. Stockholm's Byggnadsordning also offers opportunities to add new buildings that deliberately differ from the surrounding architecture where appropriate. This document must be examined as a part of rolling comprehensive planning.

Dialogue and cooperation strengthened in local development work

What constitutes a vibrant and safe urban environment varies between Stockholm's districts and naturally also among different groups or individuals. Strong and far-sighted local development work is necessary, as is a good dialogue with those who live or work in the different parts of the city. The city needs to increase its knowledge of local needs and, in collaboration with administrations and companies, study long-term aims for how the urban environment is to be managed and developed.

One important element in local development work is deriving benefit from the growth taking place in Stockholm's more expansive areas. This is possibly particularly justified in certain socially disadvantaged districts in the outer city. Vision for Järva also incorporates studying how the districts surrounding the Järvafältet nature reserve can be more clearly linked to development in Kista. This kind of focus will also be important in development work for the outer city in the south.

Conflicts between sustainable growth goals

Continued infill in urban areas is necessary to satisfy local needs, but this strategy is not sufficient to cope with the major population increase or to meet the development potential of the entire city. Minor developments rarely enable measures that improve the environment, such as street overbuilds, to any major extent.

Infill can create added value in the urban environment and improve an area's identity. At the same time even minor changes bring with them potential conflicts with natural and cultural assets. The planning process can therefore be almost as complicated and long drawn out as it is for redevelopment projects.

Retaining existing land use guarantees that the most important interests can be met at overall level. However, there are needs that are hard to satisfy in these areas. This is particularly true of utilities infrastructure facilities where those living nearby often oppose various proposed locations. Planning must, with the support of the City Plan, clearly set out the need for such facilities that keep the city functioning.

4.

Strategic areas,
nodes and transport
infrastructure



Strategic areas and links in central Stockholm



Centralstation and Stockholm Waterfront.
Source: White Arkitekter AB, Jarl Asset Management AB

This section describes the urban development areas, nodes and strategic links that are elements in the urban development strategies. These descriptions include the current planning situation and future opportunities. The need for comprehensive planning programmes for these strategically important areas must be considered.

CITY CENTRE

Regeneration of the city centre has been underway for the past decade. Several street environments have been updated and a number of neighbourhoods have been transformed with modern offices, shops and new homes.

Current planning and development opportunities

A number of development projects are currently in progress in the city centre area. Regeneration of the city centre is to progress in line with the city's budget with a focus on vibrant urban environments, attractive main corridors and modern and mixed-use urban development.

■ Strengthening city centre functions and links to surrounding areas

There must continue to be a high concentration of high-skilled jobs in business and public administration as well as commercial premises in the city centre. City centre redevelopment should be based on a holistic approach and a larger geographical area as many city functions are already found in surrounding areas, including Stureplan. One of the most important future links is northwards towards Odenplan.

■ Further developing main corridors, public spaces and contact with the water

Planning should be focused on central corridors, links between important public spaces and contact with the water. Vasagatan (1) should be developed, partly through new station functions for the Citybanan rail line. There is also potential to transform Klarabergsgatan (2), for example via a planned city tramline. The links to Brunkebergstorg (3) and Gustaf Adolfs Torg (4) should also be developed.

■ The transformation into a modern cityscape and a dynamic urban environment must maintain a high quality and take heritage assets into account

City centre redevelopment must meet the needs of today and tomorrow for housing in the heart of the city, modern office premises, public uses and services. It is necessary to create attractive urban environments with activities that face onto the street. All regeneration of districts in the city centre must take into account the historic assets of the inner city, the experience of the city's waterfronts, topography and the silhouette of the city, and so on.

■ Re-developing the western part of the city centre and safeguarding future development potential at Barnhusviken

The western city centre (5) offers the main development potential in the city centre area. Here Norrmalm can be linked to Kungsholmen and waterfront contact can be improved. In an initial step, the rail area from Tegelbacken to the Kungsbron bridge should be examined for mixed-use development combined with a high-capacity interchange for national and regional rail traffic. The intended street overbuild projects are complicated and a relatively high density should be sought. In the long term, continued urban development and building over the railway lines out towards Barnhusviken (6) can be studied, paying particular attention to risk and safety aspects.

ODENPLAN

Odenplan, a bustling square, is already a major hub in the inner city, and once the Citybanan line is complete the area will take on greater regional importance.

Current planning and development opportunities

Planning is underway at Odenplan for the new commuter train station. Pressure for change in these parts of the inner city is expected to increase in pace with improvements in regional accessibility.

■ Safeguarding and developing a multi-functional and vibrant urban environment

The city should investigate opportunities to satisfy increased demand for space for commercial and public services as well as culture in the vicinity of Odenplan, taking into account the major amenities the area has to offer. The square itself could be improved with safe open meeting places and clear spatial definition.

■ Links to Norra Station and the city should be reinforced

Odenplan enjoys a strategic location in relation to the Science City in the north of the inner city. The extension of the metro to Karolinska-Norra Station is necessary to link the urban development area to the rest of the inner city. In the long term the city should also pave the way for stronger links with the city centre area.





Aerial view of the draft plan for a new Slussen.
Source: City of Stockholm / Foster+Partners
and Berg Arkitektkontor AB

SLUSSEN

Slussen is a historic entrance to Stockholm and a connecting link between Södermalm and Gamla Stan. Slussen's architecture has served its purpose and must be replaced. The city has planned various solutions over several years. In early 2010 planning consultation was carried out for the draft plan for a new Slussen.

Current planning and development opportunities

Slussen's location as a hub and its unique historic significance and importance for the cityscape must be reflected in its design and content. The main aim is to create a world-class meeting place.

- **Guaranteeing traffic flow for all types of transport with modern public transport interchanges**

Slussen is the easternmost north–south crossing. Traffic flow and the ability to switch across levels and directions needs to be prioritised. The solutions finally chosen should demonstrate considerable flexibility. Slussen should also be developed as a vital link and destination in the local urban structure.

- **A meeting place, buzzing with life round the clock**

The central location and its importance for the people of Stockholm justifies a high-quality realisation with a focus on creating energy around the clock. The space freed up can be used for new cultural and commercial functions. Particular consideration must be paid to safety issues.

- **Rebuilding Slussen will increase discharge capacity for Lake Mälaren**

Risk assessments show a need to vastly increase the ability to discharge water from Lake Mälaren into the Baltic sea. Söderström at Slussen is one of the places where there is reasonable potential to improve water discharge.



STOCKHOLM ROYAL SEAPORT

Stockholm Royal Seaport (Norra Djurgårdsstaden) is one of Europe's most extensive urban development areas with a total of approximately 10,000 new homes and 30,000 jobs which will be combined with port operations and other strategic infrastructure.

Current planning and development opportunities

The area consists of several sub-areas in Hjorthagen, Värtahamnen, Frihamnen and Loudden, all with differing prerequisites.

- **Stockholm Royal Seaport is to be characterised by the amenities and density of the inner city, distinct mixed use and strategic infrastructure**
 The first stage is the area near Husarviken in Hjorthagen (1) with approximately 5,000 homes, premises for commercial and public services, good public spaces and green corridors serving as vital links to the National City Park. In the southern part of this urban development area a new cruise terminal has been opened in Frihamnen. Container shipping will be moved to Nynäshamn and in the longer term the oil depot at Loudden will be decommissioned. The port is of national interest.
- **Developing Stockholm Royal Seaport as one of the city's eco-profile areas**
 Stockholm Royal Seaport is an eco-profile area where sustainable urban development, climate-smart living and innovative energy technology will be developed. The aim is for carbon dioxide emissions in Stockholm Royal Seaport to be less than 1.5 tonnes per person by 2020. By 2030 the district will be fossil fuel free.
- **Developing Stockholm Royal Seaport as one of the city's eco-profile areas**
 The area will gain an attractive public transport system and excellent connections to the rest of the inner city. New homes and workplaces will fuel the development of bus routes and rail-based public transport. Cycling and pedestrian links with the rest of the inner city will be prioritised.



Illustration of development in the first stage at Husarviken (on the right of the picture) and conceptual illustration of continued development along the Husarviken shoreline.

Source: City Planning Office



Program för stadsutvecklingsområdet
 (Programme for the urban development area)
 Approved by the City Planning Committee in 2003.





**Fördjupning av två översiktsplaner
Karolinska-Norra Station Station**
(Extension of two comprehensive plans,
Karolinska-Norra Station)

*Adopted by Stockholm City Council
on 29 September 2008.*

NORRA STATION

Ongoing urban development at Karolinska-Norra Station, located on the outskirts of central Stockholm, is taking on a key position in the region with a focus on creating excellent conditions for world-leading businesses in the life sciences. Planning is based on extensive collaboration between Stockholm and the neighbouring municipality of Solna.

Current planning and development opportunities

The aims of Stockholm's and Solna's in-depth comprehensive plans are to be achieved. The shared vision is for the new urban district to 'bring together in a unique environment the amenities of the city with world-leading research, entrepreneurship and housing in Europe's most exciting growth region'. The district will be expanded largely by moving roads and rail lines underground.

- **Stockholm's inner city will be integrated with Solna in a high-density, mixed-use urban environment**

Approximately 3,500 homes and 14,000 jobs are planned for the part of the district run by the City of Stockholm. The link to Solna and the new Karolinska site form an important element of urban development and the network of routes in the inner city will be extended to parts of this area. The new district contains attractive parks and squares as well as excellent links to surrounding park areas.

- **The new district provides excellent conditions for world-leading research and entrepreneurship with strong links to the rest of the Science City**

Healthcare, research and education in the life sciences will contribute towards a vibrant urban environment in this new urban district. The development will provide an opportunity to strengthen east-west links within the Science City between Karolinska, Stockholm University, KTH and Albano.



ALBANO

Albano is part of the historic landscape surrounding Haga-Brunnsviken and is located in the Royal National City Park. The area previously housed a goods station, workshops, warehouses and so on. The city's aim is to develop Albano as part of the Science City

Current planning and development opportunities

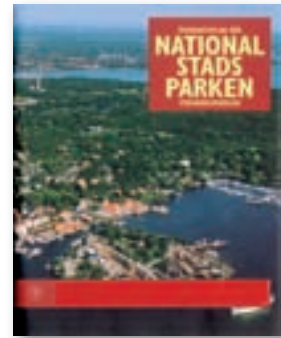
Programming work has been initiated to examine appropriate development structures and how important amenities can be developed and preserved. Particular attention is to be paid to Albano's important function as a hub between Stockholm University, KTH and KI.

- **Albano will be developed for higher education and research while preserving the asset that its historic landscape represents**

The area will be developed for higher education and research. To achieve a dynamic and safe environment, the area will also need student and researcher housing, services and so on. Links to the pedestrian and cycle path network between the different areas of the Science City are a particular priority. It is also important to create attractive approaches to neighbouring recreation areas.

- **Improving the accessibility of public transport**

In the long term, Albano, together with neighbouring education institution areas, will be home to facilities and services for a large number of students and researchers. The current plans are to provide bus services to the area, but as both the Roslagsbanan rail line and the metro pass the area, the opportunity to add new stations here should be examined.



Översiktsplan för nationalstadsparken
(Comprehensive plan for the National City Park)

*Adopted by Stockholm City Council
on 20 April 2009.*



ULVSUNDA

Ulvunda industrial area was redeveloped in stages during the twentieth century and currently features a variety of industrial buildings with a large amount of retail in certain areas. Ulvunda is part of a major regeneration area surrounding Bällstaviken in Stockholm and the adjacent municipalities of Solna and Sundbyberg.

Current planning and development opportunities

Development in nearby Annedal in Mariehäll is under way, with over 2,000 new homes, services, parks and so on. New homes are also being planned in other parts of Mariehäll. Major programming work has recently started for the Ulvunda industrial area, enabled by the agreement between the city and the Civil Aviation Administration, on Stockholm Bromma airport.

- **The Ulvunda area is to be developed with waterside housing and good public spaces**

New high-density development with an estimated 3,500 new homes primarily in the areas closest to Bällstaviken (1) requires a major transformation of the current large-scale and sprawling urban structure. The Tvärbanan LRT line should act as a hub in the area and it is important to plan for attractive public spaces and more parks. Proximity to the airport means that sound pollution as well as risk and safety issues have to be studied carefully.





Conceptual illustration of the Ulvsunda area of the future, by David Wiberg.

- **The commercial areas in the west will be further developed and linked to neighbouring areas and the Tvärbanan line**

The western parts (2) have a problem with sound pollution, which means that housing is not possible and the area should be reserved for commercial use. It is necessary to study the street structure in the area to achieve a better urban environment and clearer links, primarily to the new residential areas and the Tvärbanan LRT line.

- **Prioritising good connections to Bromma centre, Mariehäll and Sundbyberg**

Planning will increase the links with the functions of Sundbyberg as an urban centre and with public transport (3), for example via a bridge spanning Bällstaviken. The aim should also be to reduce physical barriers in the area, linking Ulvsunda with the new developments in Mariehäll and Annedal, partly through an attractive waterside walk (4). In the long term there are opportunities to strengthen the links with the districts to the north-west, particularly through relocating the Solvalla horse-racing track (5). A study should be made of how connections across Ulvsundavägen (6) could be improved, in a similar way to that planned between Ursvik and Rinkeby.

ALVIK

Alvik enjoys a strategic location close to the city centre with excellent public transport and a high concentration of offices and services. ÖP99 designated parts of Alvik as an urban development area.

Current planning and development opportunities

Planning is under way to add new homes and continue to develop Alvik's functions as a centre. The plans to extend the Tvärbanan LRT line to the north and urban development in western Kungsholmen increase Alvik's development potential.

- **Developing Alvik as an urban link between the western suburbs and the rest of the city**

In many ways Alvik serves as an urban link between Kungsholmen and the areas further to the west along the metro line and the main road Drottningholmsvägen. While the potential for development in this corridor is limited, it is important that this function is preserved. The extension of the Tvärbanan line to Kista and Solna (1) reinforces Alvik's role as a link between southern and north-west Stockholm. Major future development in Ulvsunda should ultimately open up new opportunities in Alvik.

- **Developing a high-density and cohesive urban environment in the central parts of Alvik**

Current planning involves positive development of the urban environment in the central parts of Alvik and along the shoreline (2). There is also potential to look into increasing density at Tranebergspan (3). In the longer term there is major development potential for homes and businesses towards Ulvsundaplan, partly on the site of the SL depot (4). This would require new infrastructure solutions in the area.



Program för Nordvästra Kungsholmen
(Programme for North-west Kungsholmen)
Approved by the City Planning Committee in 2002.

VÄSTRA KUNGSHOLMEN

Västra Kungsholmen, located close to the city centre, is one of the city's urban development areas and is currently undergoing expansion. The development of brownfield sites will see the boundary of the inner city moved out from Fridhemsplan to the lake Ulvsundasjön.

Current planning and development opportunities

The programme for the urban development area was approved by the City Planning Committee in 2002 and planning and building work is in progress.

- **Creating a high-density urban development with excellent access to parks, the water and waterside promenades**

The focus decided on will govern continued planning and construction work. Once the area has been fully developed it will incorporate 20,000 residents, up to 35,000 jobs and a wide range of commercial and public services. The new waterside walk (5) and a district park (6) will be important elements in the area.



- **Making the most of opportunities to link the urban development area to other parts of Kungsholmen**

The link to Fridhemsplan via the main corridor of Lindhagensgatan (7) is a key feature in planning. More attention should also be paid to other areas, such as Marieberg (8). The most important issues for the future are reducing barrier effects and environmental disturbance from the main roads of Drottningsholmsvägen and Essingeleden.

FRIDHEMSPLAN

Fridhemsplan is of strategic importance for the development of the whole of Kungsholmen, but also as one of the city's important communications nodes westwards.

Current planning and development opportunities

Homes and a new hotel are being built around Fridhemsplan, and the regeneration of Drottningsholmsvägen towards Thorildsplan is under way. Development in Västra Kungsholmen has increased the importance of Fridhemsplan as a link between different parts of the city.

- **Increasing Fridhemsplan's role as a communications node**

Fridhemsplan serves as an important node linking the new Kungsholmen to the west with the existing Kungsholmen in the east. The area is well served by public transport in the form of buses and Bus Rapid Transit routes. Fridhemsplan is also a junction between different metro lines. In the future the role of Fridhemsplan as a node will be further increased by the land earmarked for a new proposed line.

- **Fridhemsplan as part of a new cohesive urban structure**

It is important to strengthen the links between the different parts of Kungsholmen so that they form a coherent urban whole. Positive development of Fridhemsplan is important in this context.



Program för Liljeholmen
(Programme for Liljeholmen)
*Approved by the City Planning Committee
in 2001.*

LILJEHOLMEN

Over the past few years Årstadal and Liljeholmen have been developed from an industrial and commercial area to create mixed-use urban development in line with ÖP99

Current planning and development opportunities

The aim agreed on of a mixed-use, high-density city is being met in Liljeholmen, with particular focus on creating strong links to neighbouring districts. So far 1,600 apartments have been completed in the area. An additional 800 apartments and a major shopping mall on Liljeholmstorget are currently under construction. Planning is under way, particularly for Lövholmen.

■ **Completing the transformation of Södertäljevägen main road with better links to Södermalm and Telefonplan**

Transforming Södertäljevägen (1) with new office buildings is the key to creating a cohesive urban setting with fewer physical barriers and a better environment. Areas to the east of Hägerstensvägen (2) should also be developed to create a strong urban link to Midsommarkransen.

■ **Transforming Lövholmen to create a mixed-use waterside urban environment with a clear eco-profile**

Current planning for Lövholmen (3) involves increasing density with new housing while preserving parts of older industrial environments for new businesses. Contact with the water and the design of Lövholmsvägen are important to the whole picture. The area is one of Stockholm's two eco-profile areas.

■ **Reinforcing links with the south-western suburbs and to Årstafältet**

Liljeholmen is the starting point of the southbound development corridor following Hägerstensvägen. Besides minor infill in these districts, the most important projects are new urban environments above the covered metro line between Örnberg and Axelsberg (4). Links with Årsta (5) are poor owing to the height differences and the major traffic functions in Årstaberg. These links could be improved hand in hand with the planning for Årstafältet.



Illustration of the future Liljeholmen, by David Wiberg.

TELEFONPLAN

For over 60 years telecommunications company LM Ericsson set its stamp on Telefonplan, with factories, offices and employee housing. The University College of Arts, Crafts and Design moved here in 2004. The area is currently undergoing a major transformation. The vision is for creative industries, creativity and inventiveness.

Current planning and development opportunities

Telefonplan is well on the way to becoming a multi-functional and well-integrated part of central Stockholm. Building has begun on approximately 1,000 apartments in the area, with another thousand planned. According to the plans, the number of jobs here could double to a total of 6,000. Ericsson's dining halls are in the process of being transformed into a new design centre, Designens hus.

■ Gradually developing Telefonplan with more functions and a wide variety of amenities

The area needs more shops and other services. Other functions, too, such as hotels and public services, are a priority.

■ Integrating Telefonplan with Midsommarkransen to create a cohesive urban environment

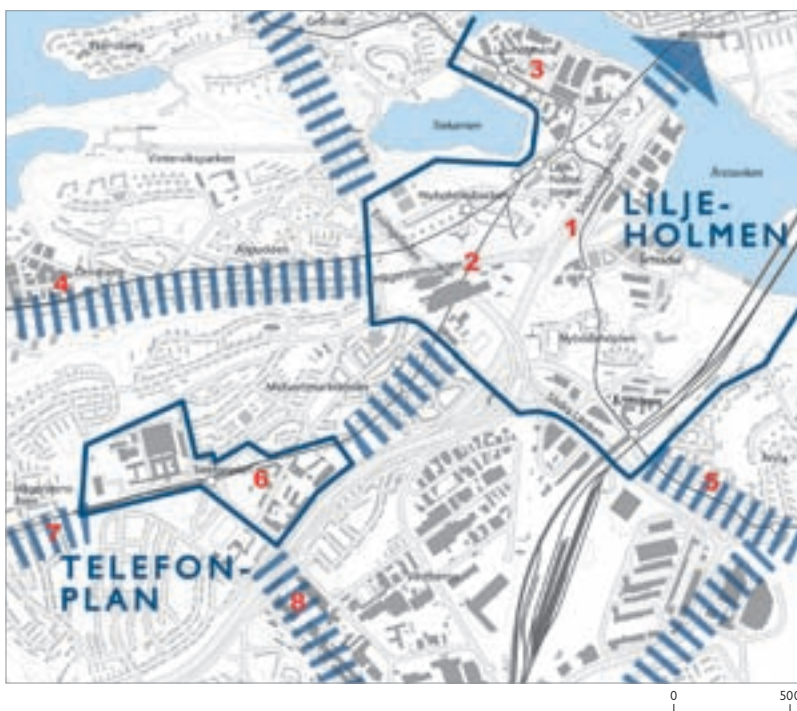
Interweaving the Telefonplan area with Midsommarkransen (6) can create a cohesive cityscape with a wide range of functions and amenities. The plans include covering over the metro line to reduce physical barriers and noise.

■ Improving links to Älvsjö and suburbs in the south-west

Telefonplan is part of a corridor that runs down the red metro line towards Fruängen (7). At the moment the link to Älvsjö (8) is relatively weak, largely due to the presence of the E4/E20 motorway. Change of use for parts of Västberga and infill development in Solberga will offer increased potential for linking Telefonplan to Älvsjö.



The University College of Arts, Crafts and Design has taken over the former telephone factory Telefonfabriken.





Aerial view of the draft programme for Årstafältet.

Illustration: Archi5



ÅRSTAFÄLTET

The construction of Södra Länken (Southern Link), the commuter train station at Årstaberget and the Tvärbanan LRT line has given Årstafältet a more central and attractive position in central Stockholm. The city's aim is to develop a new neighbourhood.

Current planning and development opportunities

In 2008 the city ran an architecture competition to highlight the opportunities for developing Årstafältet as a new neighbourhood with a large, world-class park. The winning proposal has been developed to serve as the basis for continued planning.

■ Developing a new sustainable neighbourhood with a world-class park

A new neighbourhood in Årstafältet will become a new node in central Stockholm. The new neighbourhood will be characterised by far-sighted, sustainable development and a mixture of homes, businesses and services. The large park will be the heart of the new district and a catalyst for urban development. The park will offer a variety of landscapes, rich plant and animal life, and attractions bringing in large numbers of visitors from other parts of the city.

■ Linking Årstafältet with surrounding neighbourhoods

A central planning issue involves linking together the new neighbourhood in Årstafältet with surrounding residential and business areas. The new neighbourhood will make it easier to move between surrounding areas and the large park. Here the aim is to pave the way for dynamic and varied urban development, developing interesting destinations and creating attractive and safe routes for pedestrians. It is also important to examine the traffic situation and improve public transport, particularly to Östberga.

HAMMARBY SJÖSTAD

Hammarby Sjöstad has long been Stockholm's largest urban development area, with ongoing development since the mid-1990s.

Current planning and development opportunities

The planning is about to be completed. Once the district has been completely developed in 2015–2017, it will have 25,000 homes and about 10,000 jobs.

■ Completing the development of an attractive district in Hammarby Sjöstad

The final major development phase between Lugnet and Danvikstull (7) is about to begin. The area closest to Skansbron (8) remains to be developed, as does the road and public transport provision in the Danvikslösen project (9). The aim is to take road traffic through the rock and link the Saltsjöbanan line and the Tvärbanan LRT line together to run where the motorway runs today.

GULLMARSPLAN

Gullmarsplan is the largest public transport hub for the southern suburbs and an important centre for jobs. The city is working to develop the areas around Gullmarsplan. Vision Söderstaden 2030 involves a higher-density, more multi-functional urban environment connected to neighbouring districts.

Current planning and development opportunities

Initial planning is in progress for the areas around Gullmarsplan, and planning has started in the Globen area for a new arena, offices and so on. The city is also working to develop Slakthusområdet to Matstaden.

- **Developing Gullmarsplan and the Globen area into an attractive, high-density urban environment**

Gullmarsplan (1) should gain a more attractive and higher-density urban environment that is better connected to the Globen area (2). The potential for increasing density is being investigated along with key issues include a functioning street structure, connected park corridors and public spaces.

- **Integrating Gullmarsplan with Hammarby Sjöstad and the districts on the other side of Nynäsvägen**

Future integration with the expanding development in Hammarby Sjöstad (3) is desirable, by linking the street network or facilitating movement between the districts by other means. In the long term the districts can be joined by homes, businesses, parks and public spaces. Covering over Nynäsvägen (4) would offer major improvements in the area.

- **Linking Gullmarsplan to Årsta and Slakthusområdet**

Once the power lines running along Johanneshovsvägen have been placed in a tunnel the link to Årstafältet (5) can be improved, partly through infill and new functions. The environment surrounding the Tvärbanan LRT line can be made more attractive in design and content. The link to the south towards Slakthusområdet/Matstaden (6) should be developed as the area becomes more open to the public.



The Globen area viewed from the south.



Illustration of a future link between Gullmarsplan and Skanstull across the Skanstull bridge. Illustrator: David Wiberg



Nodes and links in Stockholm's outer suburbs

This section describes the urban development areas, nodes and strategic links that are elements in the urban development strategies. These descriptions include the current planning situation and future opportunities. The need for comprehensive planning programmes for these strategically important areas must be considered.

KISTA

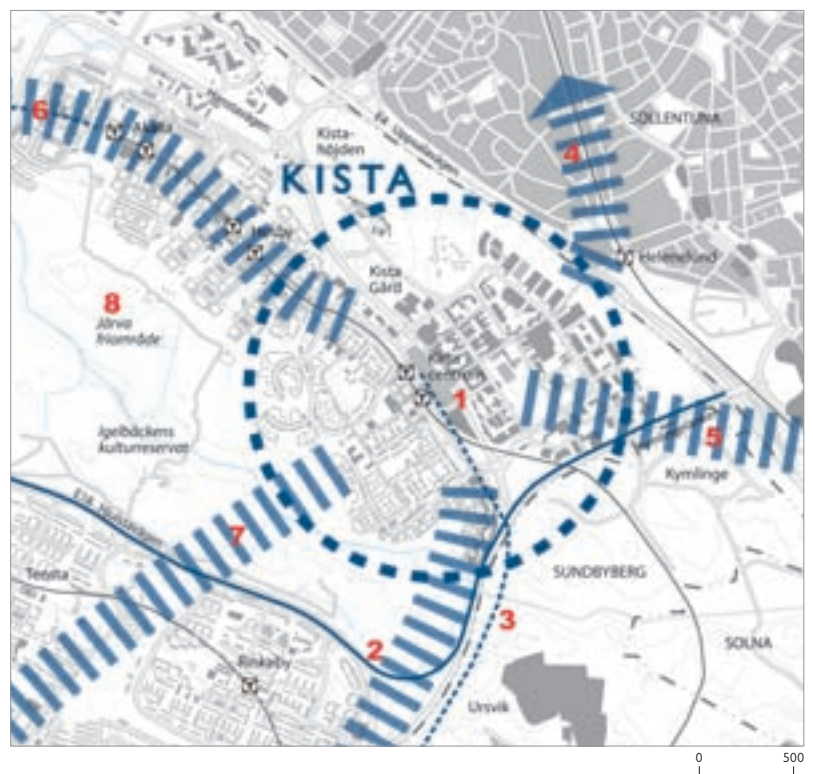
Kista is a very strong node with a large number of businesses, particularly in IT. The area is being regenerated and developed in line with the vision of the future Kista Science City with a mixture of jobs, homes and higher education. The city is also working on Järvalyftet (Vision for Järva), in which the intense development in Kista is a very important element.

Current planning and development opportunities

Kista's continued development potential ties in with the planned improvements to infrastructure and with the development of the major companies in the area. Planning is in progress to develop the centre of Kista and for new housing at Kista Gård and Kistahöjden.

- **Kista Science City will be developed as one of Sweden's most important employment areas in a vibrant urban environment**

The process of turning the employment area into the dynamic and varied Science City will continue. Kista Centrum (1) can be developed further into an attractive and integrating regional meeting place. Additional cultural elements should be planned, such as a venue for major shows and concerts.





Sketch of the Kista of the future and its neighbouring municipalities.

Source: Kista Science City

■ **Reinforcing Kista as a regional node with investments in infrastructure and strong links to surrounding municipalities**

Kista's regional accessibility will increase considerably with the new E18 motorway (2) and the Tvärbanan line extension from Alvik (3). Kista should also be strengthened by increasing the links to the northern (4) and particularly the southern parts of Sollentuna municipality (Silverdal) via Kymlinge (5), by such measures as a more cohesive street layout. Extending the metro to Barkarby (6) would also develop the regional core.

The Tvärbanan line, the new E18 and development in Sundbyberg enable urban development and improved links along the corridor towards Ulvsunda. Planning to connect Rinkeby and Ursvik is in progress with options to access the new Tvärbanan LRT line. Ulvsundavägen will continue to play a vital role as a traffic conduit, but there is potential to create better links and to reduce barrier effects between Rissne, Bromsten and Solvalla.

■ **Developing links with the other districts surrounding Järvafältet in line with Vision Järva 2030**

Positive development of the Järva districts goes hand in hand with development in Kista. The aim of Vision Järva 2030 is to improve links between and within the northern and southern Järva communities (7). Some of the initiatives are to join up the street networks, focus on central corridors and develop new buildings to strengthen community identity.

■ **Developing the Järva nature reserve for activities and as a meeting place, taking the natural and historic values of the area into account**

The cultural reserve of open space at Järva (8) seeks to both protect this natural and historic landscape and develop the area for activities. Vision Järva 2030 presents ideas on facilities for activities and events that need to be examined further. The regional green wedge in the form of Hansta nature reserve and Igelbäcken cultural reserve should be exploited as an amenity in this development work.



Fashion outlet Kfem in the centre of Vällingby.

VÄLLINGBY

Vällingby was developed in the 1950s and with Räcksta became the first district planned as what was known as an ABC town with homes, jobs and a town centre all in one place (ABC comes from their Swedish initials). The plan was for Vällingby centre to serve several neighbourhoods, providing shops, schools and culture. These districts are a heritage environment of national interest where the structure and the overall environment must be preserved.

Current planning and development opportunities

Regeneration and major rebuilding work have recently been carried out and Vällingby centre has gained a wider customer base than it previously had. In the 2000s infill development has also been seen, with new homes in both Vällingby and surrounding communities. New residential towers have been added to the ring of high-rises around the centre.

■ Strengthening Vällingby as a node with excellent regional accessibility

Strengthening Vällingby as a node with excellent regional accessibility

The Stockholm Bypass (1) with the planned Bus Rapid Transit link will strengthen connections between the northern and southern parts of the region. With junctions on Bergslagsvägen, Vällingby will have much better regional accessibility with strong links to both Barkarby-Jakobsberg (2) and Skärholmen. This creates new opportunities for businesses and organisations to relocate here, including along Bergslagsvägen at Vinsta.

■ Protecting and strengthening links

to surrounding nodes in the western suburbs

Vällingby should be better connected to Brommaplan (3). Bergslagsvägen could be given a more urban character where infill buildings could be attempted without changing the road's function as a main artery. At the moment the options for the future use of Vattenfall's former head office (4), located along this corridor, are being explored. It is important to take into account links with Spånga (5). Development potential is limited here. The main issue is facilitating journeys between these nodes, predominantly on foot or by bicycle.



SPÅNGA

Spånga station has existed since the Västeråsbanan rail line opened to passengers in 1876 and low-rise housing has grown up around it. The area subsequently gained blocks of flats around Spånga town centre near the commuter train station. Spånga is part of the LundaSpånga-Bromsten urban development area.

Current planning and development opportunities

In the 2000s a couple of hundred apartments have been built on former industrial land in Lunda and extensive plans are being drawn up for the Bromsten industrial area. Some of the areas south of Spånga are classed as historically valuable environments, which must be taken into account as Spånga is developed as a node.

■ Preserving the location of the station in developing Spånga as a node

The area surrounding Spånga town centre (1) is small-scale in character. It is possible to increase density in the area surrounding Spånga station, primarily as the station's functions are examined in conjunction with the potential extension of the Mälärbanan line. Moving the tennis hall to Bromsten will also create new development opportunities.

■ High-density, mixed-use development for the Bromsten industrial area

The Bromsten industrial area (2) will be linked to surrounding areas with new streets and pedestrian and cycle paths. Plans include approximately a thousand apartments and a business park which, with the new tennis hall, will block noise from the railway.

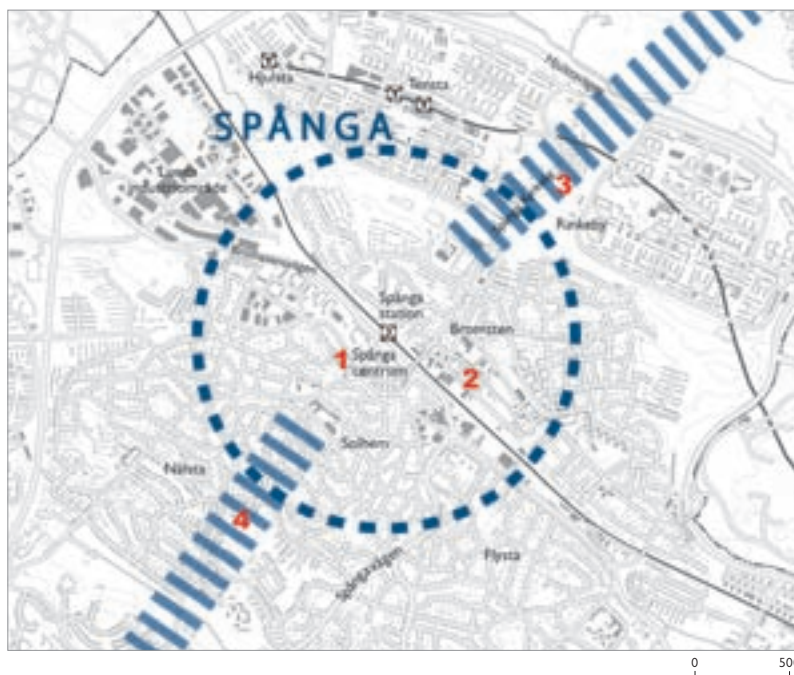
■ Strengthening links to surrounding communities

The links between Rinkeby/Tensta and Spånga (3) should be developed to integrate these communities more clearly and to improve connections between commuter trains and the metro system. It is important to pay attention to the link with Vällingby (4) despite the fact that its development potential is limited.



Program för Bromstens industriområde
(Programme for the Bromsten industrial area)

Approved by the City Planning Committee
on 20 November 2008.





BROMMAPLAN

Brommaplan is an important road traffic node for the western suburbs and a hub for switching between metro and bus to destinations including the neighbouring municipality of Ekerö. The Brommaplan roundabout and the town centre buildings are powerful urban development elements from the 1940s, although traffic volumes have increased considerably since then.

Current planning and development opportunities

Some individual new housing projects have been completed in the 2000s in adjoining built-up areas. A 16-storey residential tower built in the centre has become a major landmark.

■ Developing a more cohesive urban environment at Brommaplan

In many ways Brommaplan is well connected to surrounding districts thanks to the existing street layout. At the same time, the main roads create barrier effects and it is important to create safer means of crossing them. The centre itself (1) is in need of updating and development. In the long term, building on top of the bus terminal could open up an opportunity to develop the urban environment at Brommaplan. Otherwise the main potential lies in the area to the north of Brommaplan (2).

■ Developing Brommaplan as a node with strong links to other western suburbs

Brommaplan is an important node and clearly linked to Drottningholmsvägen (3) and Bergslagsvägen (4), which must be taken into account in planning. The extent to which stretches of these roads could gain infill development while retaining traffic capacity can be examined. The likelihood of reducing traffic pressure on the area is tied in with the Stockholm Bypass and extending the Huvudstaleden to join Bergslagsvägen/Drottningholmsvägen.

SKÄRHOLMEN

Skärholmen was planned in the 1960s as Stockholm's most important centre in the south-western part of the outer city. The town centre facilities have recently undergone extensive refurbishment and Skärholmen and Kungens Kurva in the neighbouring municipality of Huddinge jointly form the biggest shopping centre in the Nordic countries. There is a wide variety of housing, including blocks of flats and low-rise homes, while jobs are concentrated in retail and smaller business areas.

Current planning and development opportunities

The City of Stockholm and Huddinge municipality have been working together for many years to develop Kungens Kurva-Skärholmen, and the area has also been designated as a regional core in the regional development plan RUF5. A number of infill projects with new homes have been planned and completed in Skärholmen in recent years.

■ Building on and developing Skärholmen's regional significance

Skärholmen's development potential will be improved by the Stockholm Bypass (1), which will be directly connected to the area. Skärholmen will gain a unique location at the junction of the bypass and the E4/E20 and this should be exploited. It increases the opportunity of broadening the range of businesses as a complement to the strong retail sector.

■ **Strengthening links between Skärholmen and Kungens Kurva**

There are physical obstacles that must be overcome before the areas can be merged, particularly the E4/E20 but also the power lines. The aim is to create an increased flow of people between Skärholmen and Kungens Kurva so as to join the areas across the motorway in the longer term (2). Studies are currently under way to determine whether additional links can be created across the motorway at Skärholmen town centre and at a new junction on the Stockholm Bypass.

■ **Developing Skärholmen into an important destination in south-west Stockholm**

Many of the districts in the vicinity of Skärholmen will benefit from greater regional accessibility thanks to the Stockholm Bypass. The Spårväg Syd line (3) would also increase opportunities for attractive cross-city links in the southern suburbs and opportunities to switch to the commuter train network in Älvsjö. The districts along line 13 of the metro and along Skärholmsvägen (4) have good access to a varied range of housing and attractive green spaces on Lake Mälaren and in Huddinge municipality. With infill development and changes to the traffic and street environment, they could be linked to Skärholmen more clearly than they are at present.



Illustration of the Skärholmen of the future.
Source: City Planning Office, illustrator David Wiberg



FARSTA

Farsta Torg was opened in 1960 and at the same time the district was expanded along the metro line with the addition of houses and jobs in line with the ABC pattern (work, housing, town centre) common at the time. High-rise apartment blocks make a major contribution to the character of the district, as do the large number of terraces. Farsta enjoys excellent access to open countryside at Drevviken and Magelungen. It is served by public transport in the form of commuter trains and the metro and is a hub for switching to buses to Älvsjö, Liljeholmen, Skogås and Handen. Farsta is an extremely important centre in the south-east Stockholm region.

Current planning and development opportunities

Around 1,200 homes are currently planned for the Farsta district in major and smaller infill projects. More retail space is planned for Farsta Centrum. Parts of Farsta are classed as a historically valuable environment, which should be taken into account in developing Farsta as a node.

■ Reinforcing Farsta's role as the city's gateway to the south-east of the region

Farsta's important role in the south-east of the region can be further boosted through the north–south axis running from Slussen via Gullmarsplan and Nynäsvägen to Farsta (1). To the south the corridor towards the neighbouring municipality of Huddinge (2) needs to be developed. This involves infill towards Larsboda but predominantly developing attractive local links between the Farsta Strand commuter train station and Farsta Centrum (3), via additional construction and a clearer traffic and street layout.



■ Linking Farsta more clearly to surrounding neighbourhoods

A link with attractive buildings and new public transport along Magelungsvägen could reinforce the connection between Farsta and Fagersjö (4). The important green links from Fagersjöskogen to Farstanäset could probably be combined with more urban corridors. The opportunities for a link between Farsta and Skarpnäck (5) should be examined, primarily using efficient public transport connections. This would create a clear and strong cross-city public transport corridor linking all the green metro lines with Älvsjö station (6). Much of the run along the route of metro line 17 is currently a strong link in the city. Opportunities to strengthen the weak links should be seized as development progresses in these districts.

■ Developing central Farsta as a meeting place with attractive routes to surrounding built-up areas

The potential exists to develop Farsta Centrum (7) as a meeting place with clearer urban corridors between the square and the surrounding area. This can be achieved with clear pedestrian and cycle routes, for example to Farsta Strand. Turning the large car parks in the centre into homes and centrally located workplaces is one way of developing Farsta.



From Farsta Torg.

FRUÄNGEN

Fruängen is strategically located close to the E4/E20, with the metro and a car park on the approach to the district, and is an important hub for switching to bus transport towards Älvsjö and the neighbouring municipality of Huddinge. Fruängen has one of Stockholm's medium-sized town centres, which faces strong competition from Skärholmen and Kungens Kurva. Mälarhöjden sports centre is a destination for football, ice hockey and tennis.

Current planning and development opportunities

A couple of major housing developments are in progress or have been completed in the area, including Gyllene Ratten (1,000 apartments) and Långbro (2,000 apartments). In continued development, the growing population and plans for the rail line Spårväg Syd offer opportunities to increase the importance of Fruängen.

■ Strengthening Fruängen as a node with clearer links to surrounding neighbourhoods

Spårväg Syd (1) is important for raising Fruängen's profile as a node in the long term and for increasing links to surrounding areas south of the E4/E20 and Älvsjö. It is also necessary to improve links to the districts on the other side of the motorway in the direction of Telefonplan (2) and Bredäng (3), especially when the new Gyllene Ratten (4) housing development is complete.

■ Developing the urban environment and centre functions in Fruängen

Fruängen's town centre (5) needs a face lift as it has not been changed to any major extent since it was built in the 1950s. A couple of central spaces could be developed, particularly the car park on the approach to the north of the centre. Otherwise potential lies in increasing density within existing built-up areas.





Proposed new urban development in central Älvsjö.

Illustration: Rundquist Arkitekter AB

ÄLVSJÖ

Älvsjö started to grow around the beginning of the 20th century, and the area has gradually been expanded and increased in density ever since. Major expansion took place in Solberga in the 1950s and 1960s and at Prästgårdsgårde in the 1980s. Älvsjö is a very important hub for buses and commuter trains. Parts of Älvsjö were defined as an urban development area in ÖP99.

Current planning and development opportunities

Current planning and construction in the central areas will improve the urban environment and reinforce Älvsjö's position as a node. A couple of hundred apartments have been completed and planning is under way for several neighbourhoods with homes, services and travel centres. Stockholm International Fairs is also expanding its premises here.

■ Stockholm International Fairs fuels the growth of a greater diversity of businesses

The areas between the railway line and Råbyvägen in Örby (1) are only sparsely exploited and are affected by the traffic system. The urban environment in these areas can be developed as new businesses grow up to complement Stockholm International Fairs. Housing may be relevant closest to Örby, provided that the environment surrounding the traffic routes can be improved.

■ Developing Älvsjö's role as a hub for sustainable travel in the south of the region

Current and future urban development should be linked to future improvements in public transport. The Spårväg Syd line combined with Älvsjövägen (2) provides a major link to Fruängen. Furthermore, the City Plan contains proposals for a future metro branch to the west of the inner city via Liljeholmen (3) with an extension to Hagsätra (4) and an efficient public transport link to Högdalen (5). At the same time it is important to strengthen southwards connections to Huddinge, which would see Älvsjö take on a position as a node in the region and locally in the southern suburbs.

■ Connecting surrounding districts to Älvsjö and overcoming existing physical barriers

A better connected urban environment can be achieved through reduced physical barriers such as busy roads and railway lines in the area. The connection to Solberga, Västberga and on towards Telefonplan (6) has partly improved thanks to housing development along Folkparksvägen, and this link could be improved further. Connections with a potential new district in Årstafältet (7) could be developed with new public transport and reduced physical barriers. In general it is also the case that central Älvsjö needs better access to parks and neighbouring green spaces.

HÖGDALEN

Högdalen enjoys a central location in the southern suburbs. The district was originally planned as one of the major centres of the outer city, but today its range of services is limited.

Current planning and development opportunities

A number of minor projects have been carried out to increase density in recent years. More extensive future infill depends on infrastructure solutions in the

area. The City Council has also passed a decision on aims stating that the man-made hills Högdalstopparna are to be developed for recreation, while businesses in the adjoining business area are to be given development opportunities.

■ **Developing an attractive urban environment in central Högdalen**

More efficient use of land in the central parts of the district (8) could provide an opportunity to develop Högdalen. The large car parking space in the centre can be studied as an option for new development while the street plan can also be examined. The buildings in the centre itself could also be developed around Högdalsgången. Högdalstriangeln (9) currently suffers from noise but has a good location.

■ **Strengthening links to districts and green spaces south of Högdalen**

Högdalen forms an integrated whole with Örby and Bandhagen. However, the roads Magelungsvägen and Nynäsbanan are major physical barriers to Rågsved and the green areas at Magelungen. The approaches to Högdalstopparna (10) need to be better if the aims of the programme are to be realised. In the long term, the reconstruction of Magelungsvägen (11) together with infill development could be achieved.

■ **Developing the transport corridors towards Älvsjö and Farsta gives Högdalen a more central location in the southern suburbs**

Improving cross-city public transport is necessary by means of either a tramline or a modern and effective bus route (12). Along the section between Högdalen and Fagersjö the main focus in general should be to develop destinations for recreation and reinforce the ecological links in the Hanveden wedge (13).



This section describes the transport elements set out in the City Plan. The descriptions are based on the current planning situation, and where they concern elements where planning has not yet begun the descriptions should be viewed as highlighting important relationships that should be strengthened within the city and the potential that exists for developing these.

EXPANDING THE TRANSPORT INFRASTRUCTURE

Railways, tramlines and the metro – new lines and roadworks

--- Projects addressed in Stockholmsförhandlingen

- 1 The Citybanan rail line
- 2 Mälardalen Tomtebodavägen-Kalvhäll (option 2a)
- 3 Metro Odenplan-Karolinska
- 4 Light rail line Sickla Udde-Slussen
- 5 Tvärbana Norr Alvik-Kista (5a) and Alvik-Sundbyberg-Solna-Universitetet (5b)
- 6 Spårväg Syd Älvsjö-Fruängen-Skärholmen -Flemingsberg
- 7 Tram line 4 Gullmarsplan-Ropsten (7a)/Louden (7b)
- 8 Metro Kungsträdgården-Nacka
- 9 Metro Akalla-Barkarby

— Other expansion

- 16 Spårväg city Lindhagen-Centralen-Djurgården/Ropsten

◀---▶ Future transport corridors

- 27 Public transport corridor southern suburbs (option 27a)
- 28 New rail line (metro) in the western inner city
- 29 New rail line in the eastern inner city
- 30 North-south link west of the inner city



EXPANDING THE TRANSPORT INFRASTRUCTURE

Main roads – new sections and roadworks

— Projects addressed in Stockholmsförhandlingen

- 10 Norra Länken (the Northern Link)
- 11 E18 Hjulsta-Kista
- 12 The Stockholm Bypass
- 13 E4/E20 Tomtebodavägen-Norra Station-Haga Södra
- 14 Frescati-Ålkistan
- 15 Norrtull-Kista

— Other expansion

- 17 Road 222 Henriksdals intersection and Danvikstull
- 18 Eastern link
- 19 Huvudstaleden, Bromma
- 20 Ulvsundavägen
- 21 Klaras strandsleden
- 22 Centraltunneln
- 23 Nynäsvägen
- 24 Älvsjövägen
- 25 Slussen
- 26 Road 226 Huddingevägen/Rågsvedsvägen

◀---▶ Future transport corridors

- 30 North-south link west of the inner city



PROJECTS ADDRESSED IN STOCKHOLMSFÖRHANDLINGEN

1. The Citybanan rail line

The Citybanan line is a commuter train tunnel that will run beneath the entire inner city, with new stations beneath T-Centralen and Odenplan. It will significantly improve inner city accessibility, facilitating the growth of commuter, regional, long-distance and freight traffic. The Citybanan line replaces other alternatives investigated such as the third track option and a Kungsholmen-banan line.

2. The Mälärbanan line: Tomtebodav – Kallhäll

The expansion of the Mälärbanan line seeks to increase capacity and improve travel times primarily for commuter and regional rail traffic. Two options are being studied: expansion along the route of the existing line (2) via Sundbyberg and a new section via Kista (2a) with a station in the centre of Kista serving as a junction with the Ostkustbanan east coast line south of Helenelund.

3. Metro: Odenplan – Karolinska

A new branch of the green line could bring the metro to the urban development area of Karolinska-Norra Station. This would considerably reduce the need for bus traffic to the area, providing more space on the streets. The project would work with and increase the benefit of a new commuter train station at Odenplan.

4. Light rail line: Sickla Udde – Slussen

An extension of the Tvärbanan LRT line will enable fast journeys between Hammarby Sjöstad and Slussen. The Saltsjöbanan suburban line will also be integrated into the transport system. Alternative routes are being studied.

5. Tvärbanan Norr: Alvik – Kista and Alvik – Sundbyberg – Solna – Universitetet

Tvärbanan Norr is an extension of the cross-city Tvärbanan LRT line from Alvik to the north. Tvärbanan Norr will link together radial rail traffic and provide efficient public transport to areas with high population densities and many workplaces currently not served by rail traffic. The line will reduce congestion on existing lines and link together residential areas. The line will run along the same route between Alvik and Ulvsunda before splitting towards Kista (5a) and towards Solna and Universitetet (5b). The possibility of extending the Kista branch to the commuter train stations in Helenelund, Sollentuna or Häggvik is being studied.

6. Spårväg Syd tramway: Älvsjö – Fruängen – Skärholmen – Flemingsberg

Spårväg Syd is a cross-city line linking together the regional cores of Flemingsberg and Kungens Kurva-Skärholmen, with an extension on to Fruängen and Älvsjö. Another important function is to link together the radial rail links in the southern suburbs. The route shown is only preliminary and needs to be investigated further.

7. Tram line 4: Gullmarsplan – Ropsten/Loudden

The project involves converting Bus Rapid Transit line no. 4 to a tram. A tram line would reduce congestion, improve traffic flow and keep traffic on time. Efficient tram transport will relieve the metro in the inner city and provide

extra capacity across the Saltsjö-Mälars water strait without the need to build a new bridge or tunnel. The extension of line no. 4 to Stockholm Royal Seaport is shown with two different end station options, Ropsten (7a) or Loudden (7b). According to Stockholmsförhandlingen the project is to be completed after 2019.

8. Metro: Kungsträdgården – Nacka

Extending the blue line will provide efficient public transport to the fast-growing Nacka – Värmdö sector, taking the pressure off bus traffic at Slussen. New metro stations are planned at Sofia and Henriksdal/Sickla. A section of line with one station at Slussen is included as an option. According to Stockholmsförhandlingen the project is to be completed after 2019.

9. Metro: Akalla – Barkarby

Extending the blue line here will improve opportunities for cross-city travel and will also enable Kista to be reached efficiently by regional rail services. This will be particularly relevant if the Transport Administration decides to extend the Mälarsbanan line along its existing corridor. The project replaces a previous proposal to extend the metro line from Hjulsta to Barkarby, which was seen as unable to attract such high passenger numbers or provide the same high-quality structural effect. According to Stockholmsförhandlingen the project is to be completed after 2019.

10. Norra Länken (the Northern Link)

This is a completely new road link in a tunnel between Norrtull and Värtan (Lidingövägen), with a junction with Roslagsvägen at Universitetet. The link will increase capacity to the ports at Värtahamnen and Frihamnen, and to the urban development area of Stockholm Royal Seaport. The link is expected to improve the environment along the northern section of Valhallavägen by removing heavy traffic to the ports.

11. E18: Hjulsta – Kista

The E18 is Stockholm's north-west arterial approach road with heavy traffic. With its intersections and heavy traffic, the road suffers from a high accident rate and generates a great deal of noise. The road currently has 11 at-grade intersections and the new road will instead have five grade-separated intersections. The new design will increase safety, improve the environment for local residents and provide higher traffic capacity.

12. The Stockholm Bypass

The Stockholm Bypass will be extended between the E4 Skärholmen – E4 Häggvik, intersecting with the Norrortsleden motorway. The bypass will link together the northern and southern parts of the county, enabling transport between these areas without venturing into the inner city. The bypass will also facilitate long-distance traffic and enable the development of a polycentric region. The Stockholm Bypass replaces the land previously set aside for the Bromma section of the Essingeleden motorway.

13. E4/20: Tomtebodavägen – Norra Station – Haga Södra

Traffic flow around the Eugenia tunnel is currently poor and traffic is expected to increase considerably with the opening of the Norra Länken link road. A number of measures are required along this section, including strengthening slip roads and adding new lanes.

14. E18: Frescati – Ålkistan

This section needs more lanes to provide the capacity required once the Norra Länken link opens, and to cope with expected increases in traffic. The road already contributes to major disruption in the area and constitutes a physical barrier towards the National City Park. The intention is to place the stretch in a tunnel in the future.

15. E4: Norrtull – Kista

The new stretch of the E18 between Hjulsta and Kista will mean that the E4 will not have sufficient capacity. The addition of Norrortsleden and the Norra Länken link road will also place increased pressure on the E4. There are plans to expand the motorway from three lanes to four in each direction.

OTHER EXPANSION

16. Spårväg city: Lindhagen – Centralen – Djurgården/Ropsten

Once fully developed, the planned line will run between Ropsten via Värtan to Centralen and Fridhemsplan, terminating at Hornsbergs Strand. The line offers high accessibility through the centre of the city and will increase the accessibility of Djurgården along the tracks at the heritage tram line. Integrating the line with the Lidingöbanan line will also be investigated.

17. Road 222: Henriksdal intersection and Danvikstull

Road 222 will gain a new route via Henriksdalsberget, where the road will take over the tunnel used by the Saltsjöbanan rail line and gain a new intersection at Danvikstull. Placing the road in a tunnel means that many of the current environmental problems will disappear, enabling new housing in the area. Spårbron bridge at Danvikstull, which also carries bus traffic, has reached the end of its life and will be demolished. The road bridge will be widened with new lanes so that in the future buses will continue to use a separate bus lane.

18. Eastern link

The population and employment are growing particularly quickly in the eastern parts of the region. An eastern link would increase capacity across the Saltsjö-Mälaren water strait and join up the northern and southern links to form a ring road around the inner city. This would improve congestion on Stadsgårdsleden and Skeppsbron. It is essential to coordinate the functions and needs of road transport and public transport along this corridor.

19. Huvudstaleden: Bromma

The project is part of a fully developed Huvudstaleden road running from Pampas to Drottningholmsvägen and Bergslagsvägen and is capable of relieving parts of the main road network in the western suburbs. The branch to Tritonvägen and a new Tritonbro bridge are no longer included in the plan because of the plans for the Ulvsunda industrial area.

20. Ulvsundavägen

The function of the road from Ulvsundaplan to Rinkeby may be changed, partly as a result of new road projects such as Huvudstaleden and the new stretch of the E18, and partly because of changed land use in Ulvsunda and Mariehäll. There are grounds to develop Ulvsundavägen for new functions and adapt it to the surrounding environment.

21. Klarastrandsleden

Klarastrandsleden is a central artery with extremely heavy traffic. The road area is delimited by the lake Klara Sjö and the Swedish Rail Administration's track area for rail traffic to the Stockholm city centre. Covering the road and building on top of it would lead to a considerable improvement in the local environment and link the streetscape directly to the water.

22. Centraltunneln

The project is a tunnel linking Söderleden with Klarastrandsleden and Klara-tunneln. The tunnel would enable the Centralbron bridge to be demolished, achieving major environmental improvements in what is possibly the most sensitive and historically interesting part of Stockholm.

23. Nynäsvägen

The area surrounding Gullmarsplan is a hub for road and public transport in southern Stockholm and an important urban development area. The heavy traffic on Nynäsvägen is an obstacle to developing the area. Solutions have to be found that are capable of handling the major and complex traffic flows and coping with the environmental disturbance caused by the traffic system. Gamla Enskede offers a chance to heal the damage to the environment inflicted by the road and overcome its major barrier effect.

24. Älvsjövägen

Älvsjövägen has heavy traffic and only one lane in each direction. The road causes major environmental disruption with noise and barrier effects locally. The road needs to be environmentally updated and its capacity increased. The road area must also be investigated as one of the alternative routes for Spårväg Syd. The continued stretch to the east, previously known as Högdalslänken, is, however, no longer relevant.

25. Slussen

Slussen's function as a traffic interchange is central to the work on the new Slussen. The current traffic design focuses on traffic flow for cars, while the main function of the site today is in fact as a major hub for public transport. Pedestrians and cyclists also need the new Slussen to provide them with better solutions.

26. Road 226: The junction of Huddingevägen and Rågsvedsvägen

Huddingevägen is an accident black spot, has poor traffic flow and has high levels of noise and exhaust fumes. The current junction is an at-grade, as are additional junctions further to the south. A new multilevel crossing of motorway standard will provide better capacity and improve the safety of unprotected road users.

FUTURE TRANSPORT CORRIDORS

27. Public transport corridors in the southern suburbs

The urban development corridor links Älvsjö with Högdalen and on to Norra Sköndal and Skarpnäck via Farsta (27) or Örbyleden (27a.). A public transport corridor with prioritised traffic flow supports urban development and enables more cross-city journeys. Spårväg Syd and commuter train traffic are efficiently linked by all the green metro lines.

28. Public transport corridors in the west of the inner city

A new public transport link is being studied for (Hagsätra) – Älvsjö – Liljeholmen – Fridhemsplan – Odenplan – Universitetet. New rapid transit traffic will enable swift journeys between some of the most important nodes in Stockholm. Expansion would mean a major increase in capacity across the Saltsjö-Mälaren water strait and alleviate the pressure on T-Centralen.

29. Public transport corridors in the east of the inner city

A new public transport link is being studied for Hammarby Sjöstad/Sickla – Värtan – Albano – Norra Station, which will mean extending the eastern link. New rapid transit traffic will enable fast journeys between some of the most important urban development areas in Stockholm. Capacity across the Saltsjö-Mälaren water strait will increase considerably, easing the pressure on T-Centralen. The new urban development areas of Stockholm Royal Seaport, Albano and Norra Station will see the Värtabanan line taking on a new function for passenger traffic in the future.

30. North–south link west of the inner city

Additional increases in capacity across the Saltsjö-Mälaren water strait may be needed in the future. A new link between the western and southern suburbs will support the urban development of areas on both sides of Lake Mälaren, and improve the region's communications as a whole.



5.

Dialogue and
implementation

Consultation and exhibition according to the Planning and Building Act

Work on the Stockholm City Plan has involved dialogue and collaboration within the City of Stockholm and with other stakeholders. Between 10 November 2008 and 12 January 2009 widespread consultation was carried out, and a number of activities were organised during this period to reach a large number of target groups. This consultation resulted in valuable discussions on future urban development and in total approximately 350 written opinions were received from agencies, stakeholder organisations, private individuals and so on. Between 1 June 2009 and 21 September 2009 a new proposal was put forward for debate. The dialogue continued during this period and around 100 new opinions on the proposal were received.

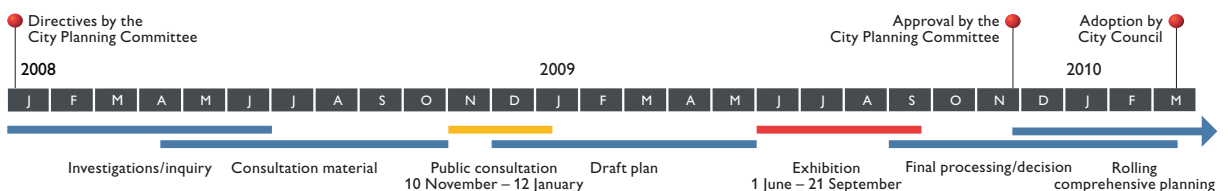
City Plan based on extensive dialogue

It has taken just over two years to produce a new City Plan. During that period there has been a major focus on communication and dialogue. This has taken place continuously throughout the process, not merely during the consultation and exhibition phases. The entire process started out from broad-based collaboration with the city's administrations and companies. On top of this a number of meetings have been arranged geared towards the people of Stockholm or sometimes to particular stakeholders or bodies within the city. Secondary-school and upper-secondary-school pupils have been involved in the discussions on the Stockholm of the future. Particular focus has also been placed on the property developers and construction company stakeholders involved in developing the city. At the same time there has been an opportunity throughout the process for individual interest groups to invite representatives from the city to discuss the City Plan. This opportunity, known as 'Phone and we will be there', has resulted in just over 200 meetings being held during the process.

This widespread dialogue has formed the basis for the production of the City Plan for Stockholm now adopted. During the process the urban development strategies have been finalised and supplemented by a report of the most important conflicts between goals in the implementation of the urban development strategies. The City Plan also specifies the underlying planning information which is important in future programme work, detailed planning and building permits.



Fotograf: Johannes Lijesen



Continued planning and implementation

Guidelines for an efficient planning and building process

The City Plan is a steering document that is not legally binding. According to the provisions of the Planning and Building Act, the plan is to provide guidance and support in making decisions on the use of land and water areas and how the built environment is to be developed and protected. At the same time the plan clearly sets out the city’s view of future development for Stockholmers, public agencies and other stakeholders. It serves to give them an idea of how the city may respond to future demands for change in the urban environment.

In Stockholm the City Plan is important for the work of the City Planning Administration in improving the efficiency of the planning and building process in accordance with the aims of the City Council, as a clear City Plan reduces the need for consultation on programmes. This City Plan will provide an opportunity to examine different proposals for change directly in planning consultation, if they are in accordance with the aims. The city’s experience is that the planning process for such projects can be considerably shortened without to any major extent reducing the opportunity for influence.

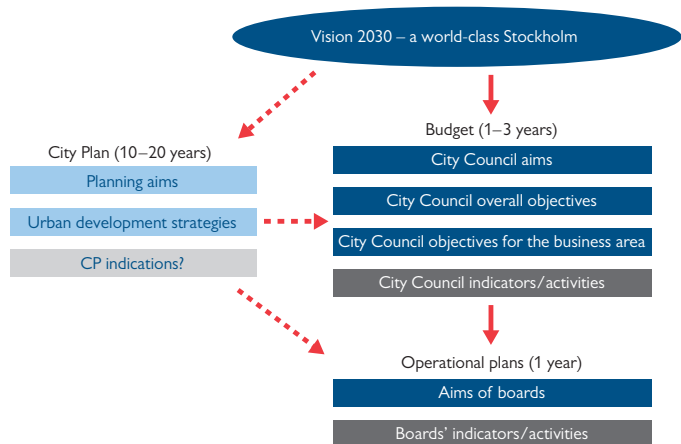
Urban development priorities can be set with the support of rolling comprehensive planning

The aim of this City Plan is to act as a long-term urban development programme that provides support for priorities in the shorter term. The City Plan contains a large number of areas and links with development potential. However, flexible implementation is important, with planning able to adapt to new conditions and changes in the world around us.

The City Plan is a comprehensive steering document for the committees and companies in the City of Stockholm which are responsible for different aspects of the city’s development. For it to work, it needs to be linked to the city’s management and follow-up system (ILS) where the annual budget and Vision 2030 take precedence. The forms in which this can be achieved should be developed. The starting point should be that ongoing follow-up of the City Plan will provide the City Council with a wide-ranging remit for making decisions on annual priorities for urban development within the city’s budget.



Stockholms stads budget 2009–2011
(City of Stockholm budget 2009–2011)



The City Plan in the city’s steering system

The illustration shows how the City Plan should be coordinated with the city’s system for integrated management and follow-up of operations and financing (ILS).

One key question is how the four urban development strategies of the City Plan can best be balanced. In some years decisions on infrastructure investments may, for example, justify a focus on one or some of the City Plan's nodes in the outer city. On other occasions it may be more relevant to first prioritise minor projects to increase density within the existing urban structure.

Extensive interplay between land policy and physical planning can create new opportunities

Stockholm's major landholdings increase opportunities to achieve the vision of a world-class city. In the central parts of the city and in areas such as Kista, land prices are generally high. This enables the construction of this dense and attractive city, despite the fact that development is simultaneously associated with high costs. In many of the nodes and links in the outer city in the City Plan, market conditions are currently not as good. Implementing the plan will therefore demand advanced coordination between strategic physical planning and active land policy with sights set on long-term development.

The need for new underlying information to support the planning process must constantly be examined

In general the city has a wealth of knowledge about the conditions governing planning, and important underlying information is set out in this City Plan. In some areas of society, however, development is proceeding at a fast pace, particularly as a result of technological developments. It is essential that the city is well prepared for new needs and that the underlying information supporting the planning process is updated as the situation changes. In recent years, for example, better awareness of risk and vulnerability in an urban environment has accentuated the need for improved information.

Collaboration between the city's administrations and companies is also important when working on information underlying the planning process. Proposals for major investigative projects should be addressed by the City Council within the budget process.

Cooperation and dialogue on conflicts of interest in subsequent planning

For the aims and the strategies of the City Plan to be carried through, detailed geographical studies, programme work and detailed planning must be based on a holistic approach. The City Plan sets out a position on fundamental conflicts between objectives and conflicts of interest regarding sustainable growth at the overall level. It is therefore important that the continuing process of balancing different interests and objectives is specified in more detailed planning.

The development of the strategic areas and links presented in the City Plan make particular demands of wide-ranging planning for a larger geographical area. This kind of planning opens up opportunities for broad-based collaboration within the city and with external players where, for example, social aspects can be addressed with the same amount of care as financial or environmental ones. This also creates better preconditions for securing the development of public services in the development areas.

More detailed geographical consideration of the City Plan or major programmes also forms an excellent starting point for deeper dialogue with the people who live and work in a particular area. The focus of the dialogue can then be escalated from individual projects to the overall needs and opportunities for positive development of the region, the city and the area. Experience shows that a well-implemented planning process at area level fosters an efficient planning and construction process in the later phases.



Investeringar i Stockholms stad
(The city's investment rules) seek to ensure good management and follow-up of the city's investments and other significant projects.
Adopted by the City Council in 1999 with a supplementary decision from the City Executive Board in October 2005.



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