

## A prerequisite for a growing Stockholm region



Construction in Sollentuna centre.

## Dynamic places in the Stockholm region

### From one to many

The population is growing both in the Stockholm region and in surrounding counties, and this calls for more development and an improved transport infrastructure. In the past urban development has resulted in housing being spread across large areas, while many of the workplaces, the cultural offerings and night-life are still concentrated in the inner city. The continued expansion of developed areas is not sustainable in the long term – as it leads to growing transport needs and greater dependency on the car.

#### A sustainable region

The Regional development plan RUFSS 2010 aims to develop a denser, polycentric region through regional cores. They can help the city region to be more sustainable in the long term by countering the sprawl into the region's more sparsely populated outlying areas.

#### Higher quality of life

Outer cores improve the conditions for economic growth, benefit social relations and increase quality of life. A dense, polycentric development structure also entails efficient management of land and natural resources, and strengthens the foundation for frequent, high-capacity public transport services. Having multiple regional cores also promotes city qualities, city life and meeting-places.

### Benefits for many

The regional cores offer good locations for companies and enable various businesses to gather and benefit from each other's close proximity. Businesses that require frequent direct contact with people benefit from being located next to each other geographically. Companies can also make productivity gains thanks to access to local suppliers of goods and services. These clusters of businesses can create unique profiles for the cores.

#### Many improvement effects

These often knowledge-intensive workplaces keep salaries at a high level in regional cores. In city regions density, rent levels and salary levels often decrease as the distance to the central core increases, where availability is also best. In these regional cores, however, which require highly-educated workforces, there is a high percentage of high income earners.

“ Even today university studies are a pivotal component in several of the regional cores. ”

A dynamic business sector requires access to skilled labour. The region's seats of learning lay the foundation for local companies to recruit new staff by educating a workforce. Universities and colleges therefore play important roles in the regional economy. They also create jobs and attract funding to the region for research and education, stimulate new enterprise and interact with companies in regionally oriented networks.



Södertörn University College.

### Meeting-places in focus

One of the city's most important functions has always been to serve as a meeting-place, and this is one of the reasons behind its attractiveness. Meeting-places can make the regional core more attractive for residents, visitors, employees and companies. They also play an important role in our perception of quality of life.

The regional centre is the most important meeting-place in the city, and the regional cores are therefore the most important meeting-places in each subregion. Interaction between people strengthens social cohesion and the location's identity.

#### Landmarks create identification

It is important that a regional core is characterised as urban and contains a high-quality developed environment with interesting buildings and outdoor milieus. Streets, squares, parks and other public spaces, as well as landmarks, should offer attractive meeting-places, and help the cores become well-known urban centres in the region that create identification.

The cores' cultural offering, as well as opportunities to take part in creative activities, is important from both social and economic perspectives. The cores provide a broad, accessible, flexible offering in everything from culture to sport and shopping, but they need to develop further in order to offer a more comprehensive night-life.

### Growing retail

The retail trade plays an important role in nearly all the regional cores. Most of the cores also have a denser area with a considerable element of everyday commodities and shopping with good public transport services, and a more sparsely populated part where consumer durables and volume retail based on use of the car are predominant.

#### Retail goes on increasing

Since the mid-1990s, the retail trade's turnover in the Stockholm region has grown strongly due to an increase in both the population and households' purchasing power. Even though the economy is not expected to grow quite as quickly as it has in the past, the expanding population does mean that retail will continue to grow.



Entrance to Täby centrum.

The location of retail is part of the city's development. The outer regional cores are expected to take an increasing market share compared to the central regional core. Bringing together many shops in regional cores contributes to an attractive, varied offering, which in turn attracts other types of business. Even though mail order and online shopping are continuing to increase, shops and shopping centres/retail parks will also be needed in the long term.

### A prerequisite for development

Today's economy, which is increasingly characterised by knowledge-based, creative value generation with many people interacting, has made the major cities increasingly appealing as they attract young, creative, knowledgeable people. Businesses that rely on daily personal contact purposely seek proximity, and a highly accessible transport system is, therefore, an important prerequisite.

This is where outer cores with good accessibility play an important role, as they strengthen the region by giving households and businesses greater choice.



Kista Underground.

Regional cores with good accessibility give households access to more qualified jobs within a short commute. Companies benefit from having greater opportunities to recruit the right workforce from a larger area, which is a crucial prerequisite for many of the knowledge-intensive and service-oriented businesses that can gain from locating themselves in regional cores.

#### Shorter travel times ahead

Good accessibility to nodes in the traffic system and well-developed traffic systems in both a radial and transverse direction are important prerequisites.

RUFSS 2010 shows that accessibility will increase for all the regional cores up to the year 2030. The average travel times for commuters will decrease for journeys by car, but above all for journeys by public transport for the majority of cores. They will strengthen the competitiveness of regional cores in relation to the central regional core.



Airport runway and expansion of commercial premises near Arlanda.

### Recipe for success

The aim expressed in the regional development plan RUFSS 2010 is that the regional cores in the Stockholm region shall develop over the coming decades, and that a significant proportion of new jobs and housing will be located there.

“ The municipalities play a leading role in stimulating development of regional cores. ”

For the regional cores to develop in a beneficial way, there should not be too many of them, taking into account the inherent competition for workers and buying power. With larger cores, the benefits of density and co-location increase and the property owners' risks decrease, which stimulates investment and further growth.

#### Prospects for inspiration

There are several examples of urban centres in European cities which could be of interest in developing the Stockholm region. Regional cores around Paris, London and several cities in the Netherlands could provide inspiration.


Experiences from other city regions show that it is essential that regional cores are given good accessibility to make it possible for central functions to be located there. In the Stockholm region, the outer regional cores have a far lower percentage of employment than American and French regions, for example. There should therefore be potential for future growth in Stockholm's regional cores – provided there is good accessibility.



# Regional cores

Stockholm's eight regional cores have high accessibility and are located at strategically important nodes in the transport system. Concentrating development and businesses in certain cores paves the way for less dependency on the car, as well as a better developed public transport system. The goals and focus of the development work are described in the regional development plan for the Stockholm region, RUFs 2010, as well as in municipal comprehensive plans and local development programmes. These are Stockholm's eight regional cores.


1



**Arlanda-Märsta**

The strategic location in the expansive stretch between Stockholm and Uppsala, as well as the airport, are major advantages for the area. The regional core, which is currently relatively sparse, has great potential for becoming denser.


2



**Barkarby-Jakobsberg**

Jakobsberg is the municipal centre today and Barkarby is the region's second largest external retailing area. In the future the denser regional core, with good cross-connections, will act as a hub for the north-west parts of the Stockholm region.


3



**Kista-Sollentuna-Häggvik**

The regional core attracts companies and seats of learning with its knowledge-intensive profiling. Even today communications to the core from other parts of the region are good, but achieving dense diverse urban development requires improved communications within the core.


4



**Täby centrum-Arninge**

This area is currently one of the largest retail centres in the region. When the area is further developed with housing, workplaces and retail, the regional core will become denser and more urban in character. With good connections to other regional cores, the area will become an engine for the whole regional subregion.


5



**Kungens kurva-Skärholmen**

Two of the largest retail parks in the Stockholm region are located in this core, giving the area a strong retail profile. The vision for the core includes becoming a more vibrant area that also attracts other types of business.


6



**Flemingsberg**

With its strong link to the Life Science environments in Stockholm and Uppsala, Flemingsberg is an important node for many companies focusing on healthcare, research and the judicial system. There are plans for 20,000 new jobs, 5,000 new homes and a new centre up to 2030.


7



**Haninge centrum**

The workplaces in Haninge are currently dominated by the public sector and logistics companies. With the expansion of the port in Norvik, the area will be even more strongly profiled in transport and logistics. New urban development will link the commuter train and bus station with the municipal centre.

8



**Södertälje**

Located on the canal, this core has the feel of a bustling small city. The multinational population in the town, coupled with the two major employers Astra Zeneca and Scania, give the core its international flavour. The development of the core will contribute to greater social cohesion in the town.

