

A mobility approach to parking provision in Stockholm, Sweden

Blicken – “The view”

Blicken is a new 85-apartment residential building in Haninge in Stockholm’s south, 18 floors high, with a magnificent view, and extremely well located to public transport and urban facilities.

The building is the first stage of a broader mixed-use redevelopment of an underutilised and strategic site that formerly provided at-grade car parking and a bus terminus. About 600 apartments and a specialist health centre are anticipated to be built by 2024, leveraging the opportunity from strong local and regional demand for housing.



Blicken is the tallest tower and the conjoined building, at centre. The ongoing residential development is shown with green rooves in photo-shopped inserts, and the planned specialist health centre is shown in block white. Haninge’s town centre is behind these buildings, the future bus interchange underneath, and the existing railway station in the foreground. Image source: Riksbyggen.

Development objectives

The development aims to transform the former concrete site into a place for people. The objectives are to create more attractive housing and urban environments, increase housing supply, reduce construction and housing costs, and contribute to more long-term sustainable urban development.

Providing attractive mobility options to residents is intended to reduce the need for car ownership, allow more room for housing and people, and help achieve a more attractive public domain.



The redevelopment will rationalise inefficient parking – note the former predominance of concrete on the site (within the red border, top left) – and provide a more attractive and accessible public domain. Image sources: Haninge District Council (top left) and Semren+Månsson (public domain images and preliminary cross-section).

Parking supply is based on mobility

The Blicken building has been developed focusing on a travel outcome of residential mobility rather than the previous parking supply approach, which at the time mandated a minimum of one car space per apartment. This new approach built on a goal shared by stakeholders of turning the Haninge town centre around through substantial renewal and public domain improvements.

The approach also reflects that the standard provision of private parking spaces had not mitigated the amenity impacts of excess on-street parking, which is often cheaper or more convenient.

The developer has implemented several mobility services for Blicken, including:

- two electric share cars, exclusively for residents, with discounts funded by the developer and use charged by the hour
- discounted access to an offsite car hire service, including a weekend's free use to incentivise the use of cars as a service
- two share bikes and two cargo bikes, exclusively for residents, funded by the developer

- secure parking for personal bikes
- information and financial incentives to use public transport and taxis, comprising a free 30-day public transport pass for the metropolitan area (or equivalent trip value) and a seven to ten per cent discount on taxis nationwide for the foreseeable future
- personal travel planning offered by a trained travel coach.

The car and bike share services will be scaled up as development continues.

Just over 40 car parking spaces are available for the 85 apartments.

How has the mobility offer been implemented?

As a new-build, Blicken provided the opportunity to target incoming residents when they would already need to adjust their daily travel.

Engagement about the mobility offer included:

- brochures for potential and actual buyers
- discussion at a sales information event at the display apartment
- a mobility evening with residents around the time they moved in, also involving the car pool company, taxi company and car hire company, and with demonstrations of the cargo bike and other facilities on site
- personal travel planning offered by a transport professional, at the display apartment or by phone – a service taken up by about 80 per cent of households.



At the mobility information evening residents could familiarise themselves with the various travel options, with the support of the developer and travel service providers. Image source: TUB

public insight on the initiatives and the outcomes being achieved. This insight will inform the opportunities for broader application of the mobility method to many diverse locations.



A view from the taller Blicken tower. Image source: Riksbyggen.

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Project partners in the collaboration



Riksbyggen is the housing developer building the house and selling the apartments.



TUB Sweden is a specialist transport advisor designing and implementing the mobility offer for Blicken.



Royal Institute of Technology (KTH) is a university responsible for evaluating impacts of the mobility offer in terms of user satisfaction, car ownership levels and travel patterns.



Haninge kommun is the district council supporting the mobility provision approach in order to meet their goals of a more vibrant mixed-use town centre.