

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
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2023



**RI.
SE**

POLIS CONFERENCE 2023

Enriching neighborhoods

**Maria Schnurr, Senior Researcher Mobility
transformation**

RISE Research Institutes of Sweden

HOUSING CRISIS!



CLIMATE CHANGE!

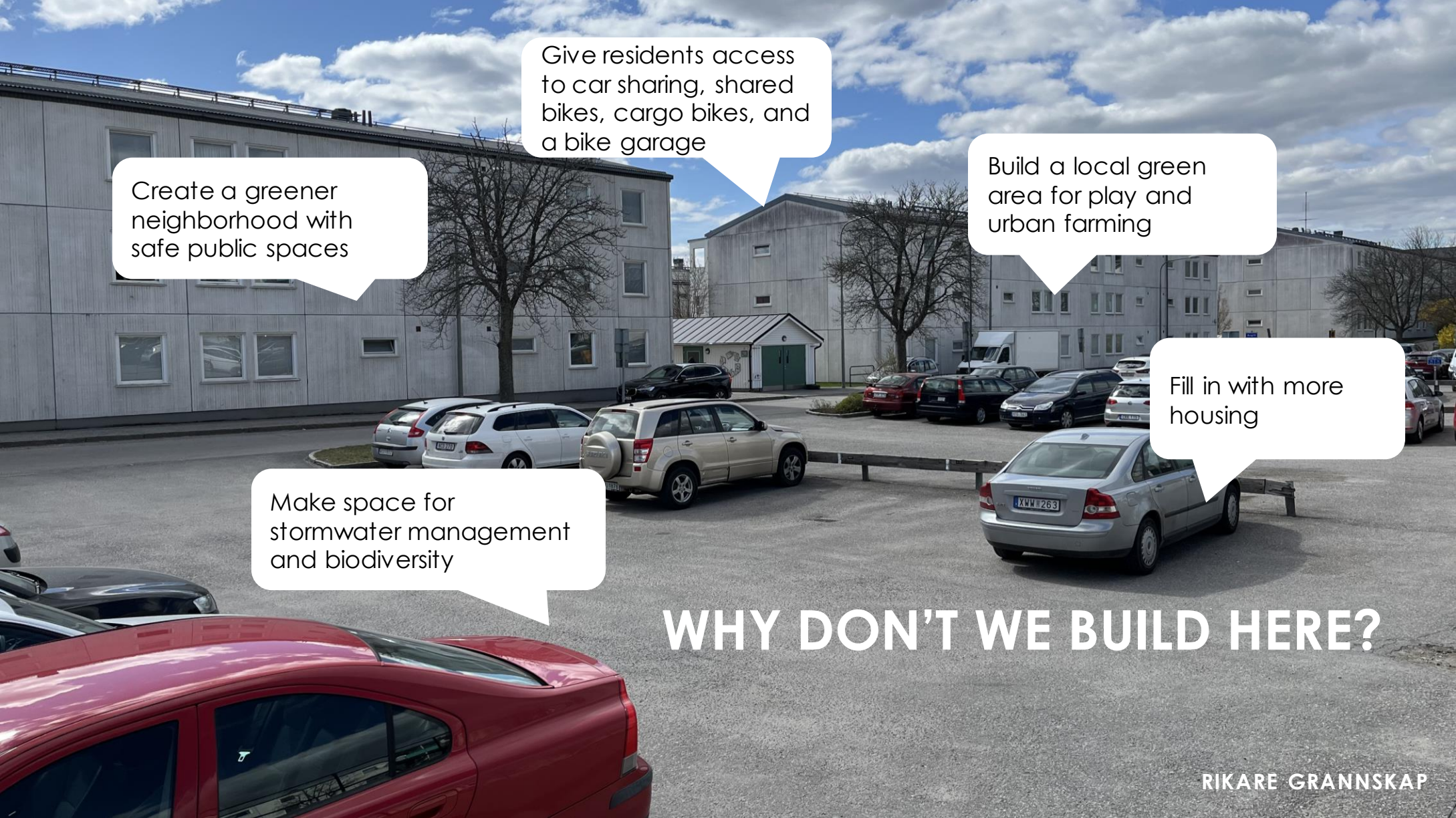


WHY DO WE BUILD HERE?

RIKARE GRANNSKAP



WHY DO WE BUILD HERE?



Create a greener neighborhood with safe public spaces

Give residents access to car sharing, shared bikes, cargo bikes, and a bike garage

Build a local green area for play and urban farming

Fill in with more housing

Make space for stormwater management and biodiversity

WHY DON'T WE BUILD HERE?

50 m² parking space/person
42 m² housing/person

More parking spots
than inhabitants

A car is parked
96% of the time...

**THERE IS MORE PARKING SPACE
THAN HOUSING IN SWEDEN**

NEW MOBILITY SOLUTIONS BEING TESTED

LARGEST CHALLENGE IN EXISTING HOUSING STOCK



SWEDISH HOUSING STOCK

98%
existing housing

2% new
developments.
Only **0.5%** are built
with innovative
mobility solutions

Source: Theory Into Practice



MAJORITY OF HOUSING BUILT 1950–1970

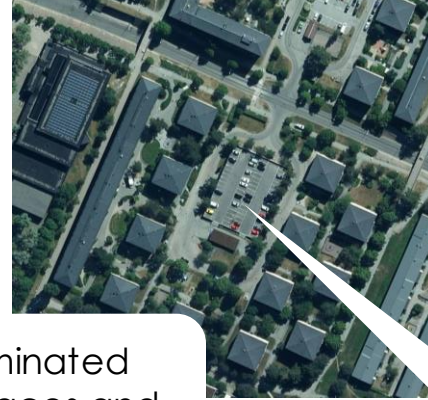
Residential districts were planned with the car as default means of transport



Shortage of viable mobility solutions



Car-dominated living spaces and neighborhoods



Ineffective use of space, large shares of sealed surfaces



Oversupply of cheap parking

Parking garages perceived as unsafe areas

MANY PARKING FACILITIES IN POOR CONDITION

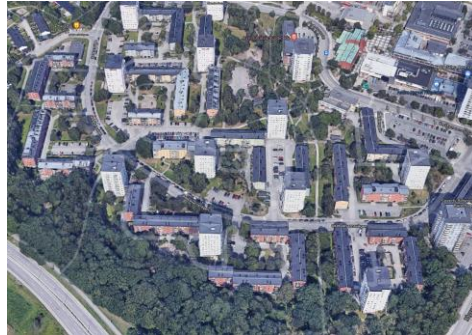
Faced with a decision on upgrading, rebuilding or demolition

CASE STUDIES IN FOUR COMMON RESIDENTIAL AREA TYPES

STOCKHOLM



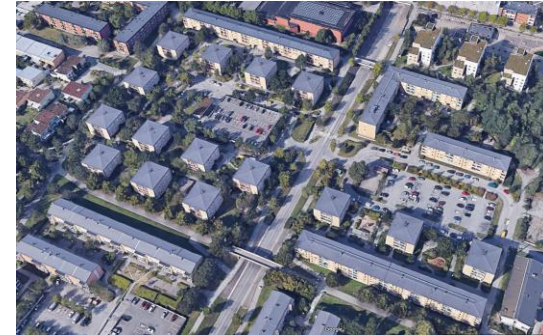
Grimsta
1950ies



Högdalen
1950-60ies



Larsberg
1960ies



Tensta
1960-70ies

GRIMSTA ABC-district from 1950ies

Parking square

Grimstaskogen

Gulldragavägen

Grimstaskolan

3 FALLSTUDIE GRIMSTA Grimstagatan, Gulddragargränd

One-way street with
curbside parking

Single garages

Bergslagsvägen

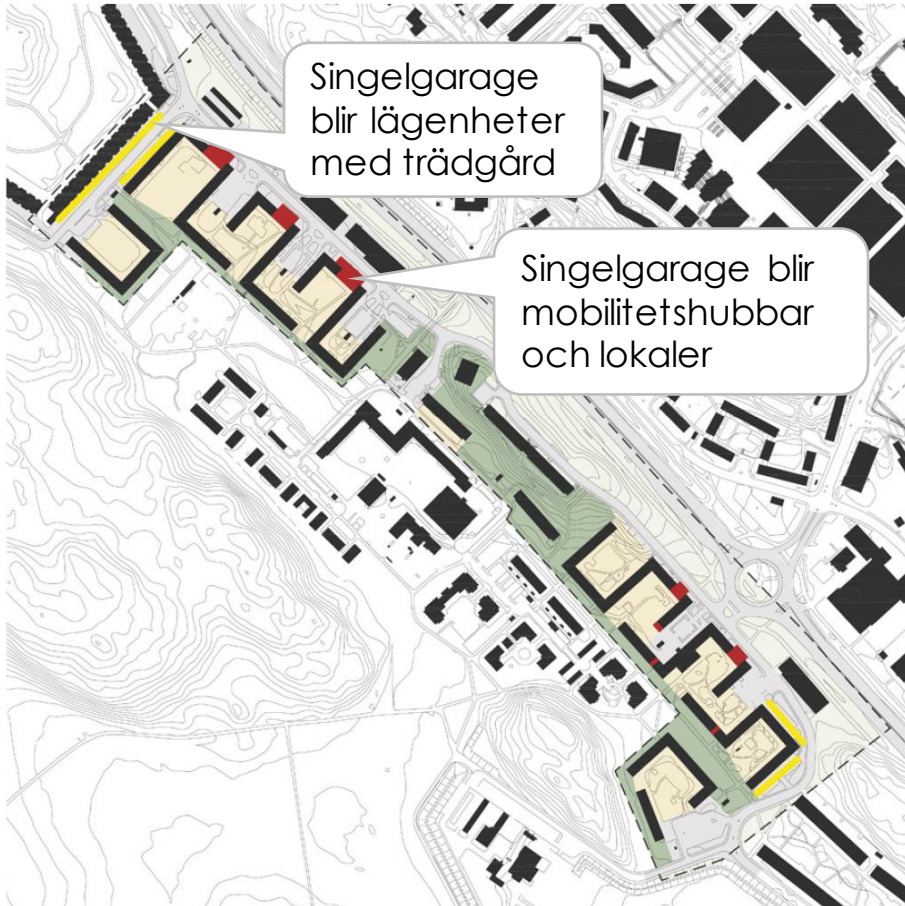
Grimstagatan

GRIMSTA



- Existing buildings
- New park/green area
- New multi-family housing
- New mobility hub in former single garages
- New groundfloor app't in former single garage
- New mobility hub/station
- Courtyard on former parking spaces
- New district

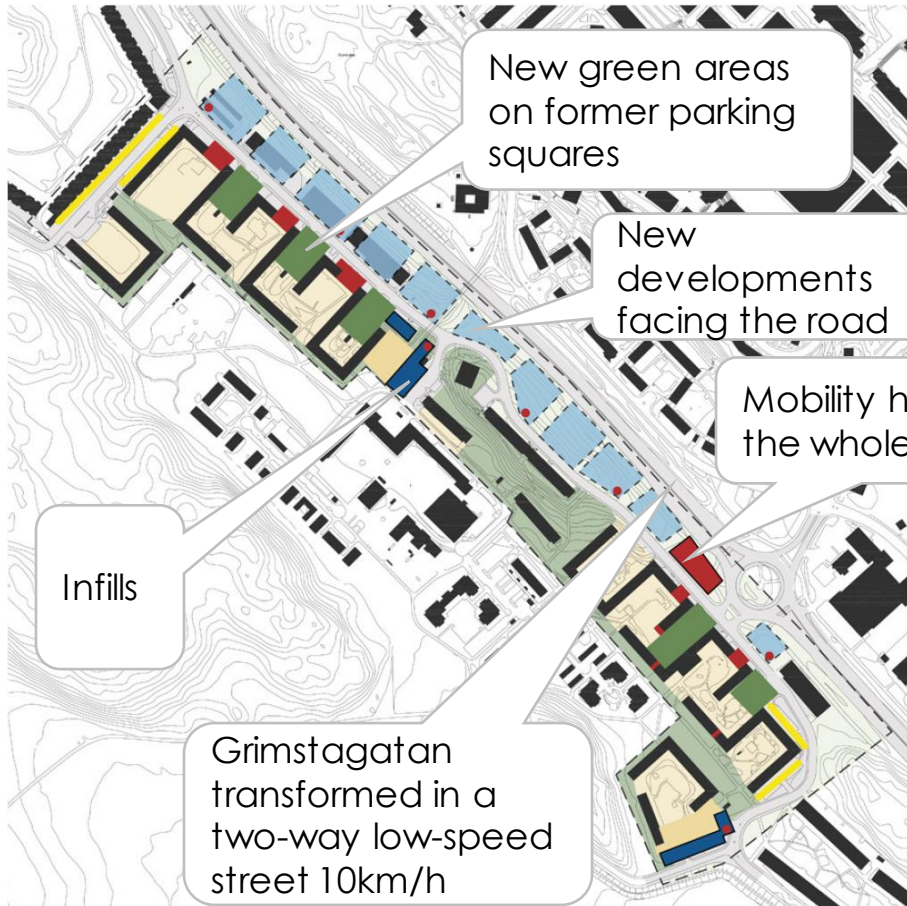
GRIMSTA



-20%

GRIMSTA

Transformative measures



- Existing buildings
- New park/green area
- New multi-family housing
- New mobility hub in former single garages
- New groundfloor app't in former single garage
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- Courtyard on former parking spaces
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RIKARE GRÄNSKAP



GRIMSTA
RIKARE today

Mobility hubs,
neighborhood
office, meeting
rooms

Green public
spaces

Gardens

Safer and more
secure public
areas

GRIMSTA
transformed

RIKARE GRANSKAP



HÖGDALEN
today

Integrating new housing in the district

RIKARE GRANNSKAP

Single garages transformed into shared neighborhood offices

Neighborhood gardens completing green passages

HÖGDALEN
transformation

RIKARE GRANSKAP

LARSBERG
today

Shared gardens

New housing with
entrance facing the
street

District hubs for
mobility and sharing

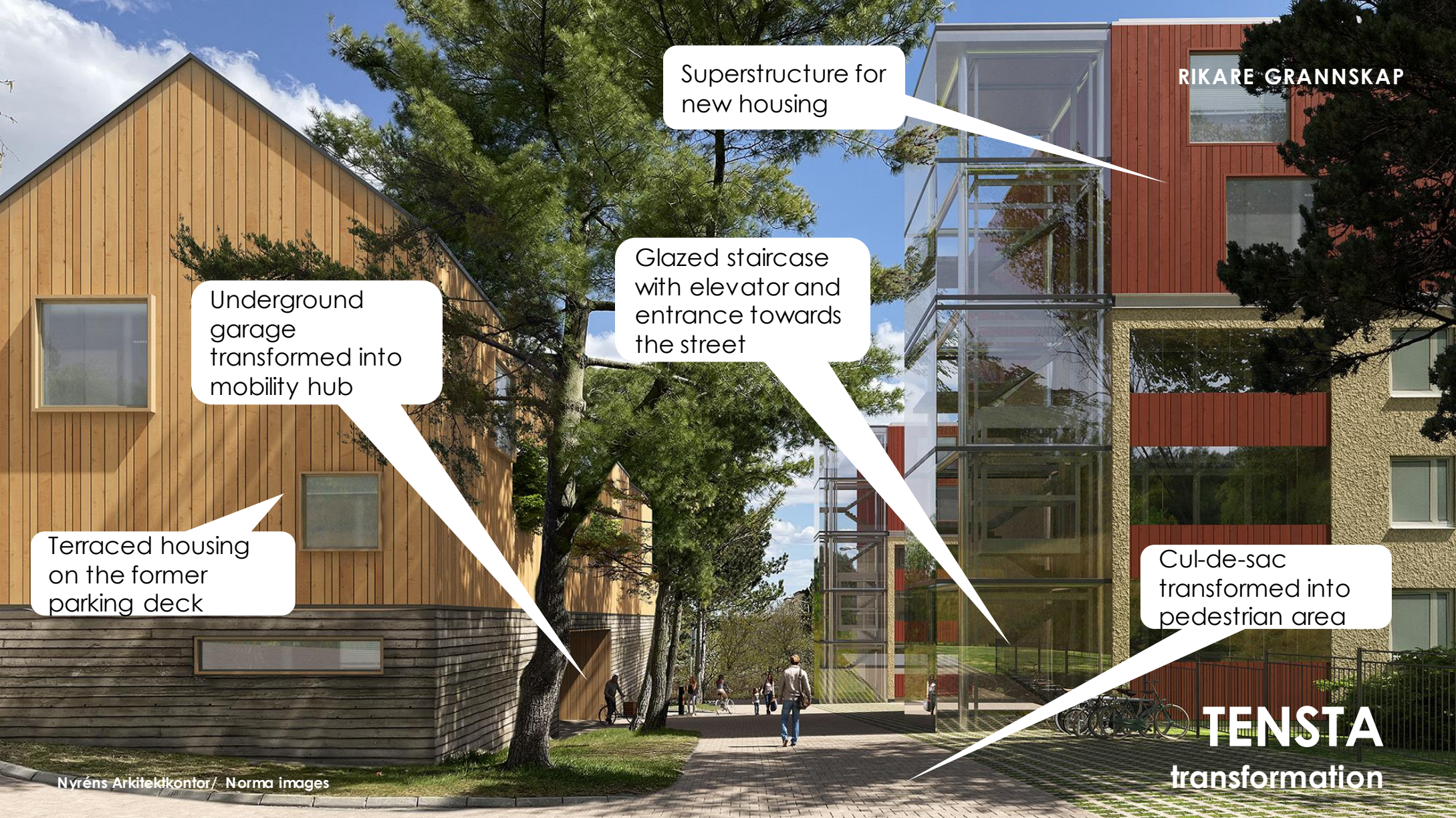
Low speed road with
more green areas and
more space for active
mobility

LARSBERG
transformation

RIKARE GRANNSKAP

TENSTA
today





RIKARE GRANNSKAP

Superstructure for new housing

Glazed staircase with elevator and entrance towards the street

Underground garage transformed into mobility hub

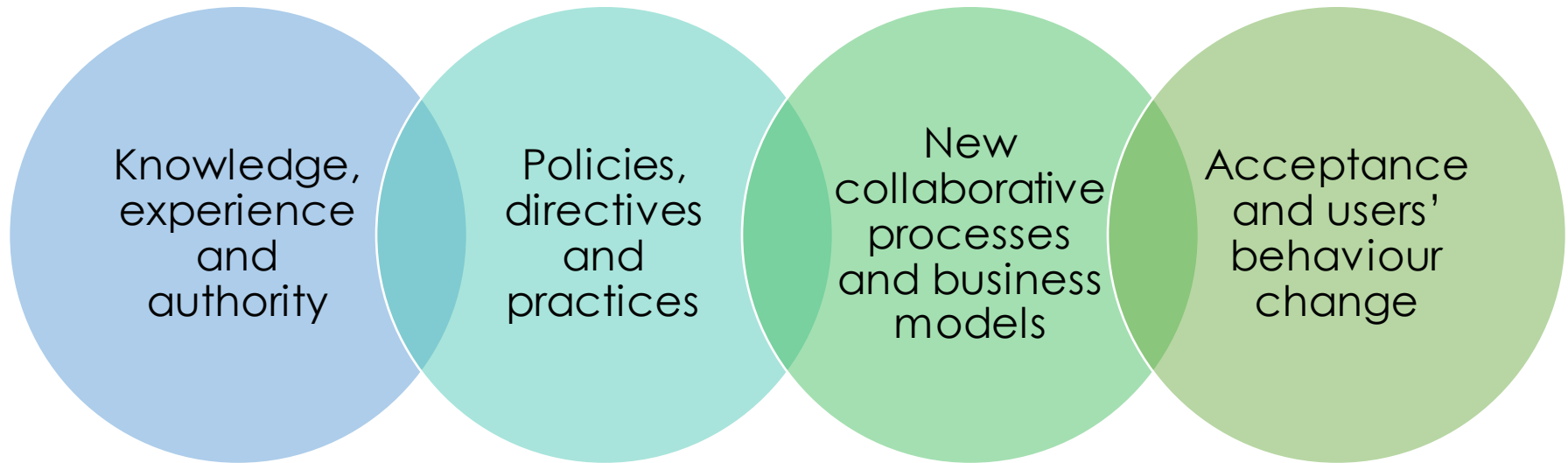
Terraced housing on the former parking deck

Cul-de-sac transformed into pedestrian area

TENSTA
transformation

Implementation challenges

What is stopping the transformation?



How to proceed?
Conclusions and outlook

PARKING DOES NOT NEED TO BE REPLACED 1:1

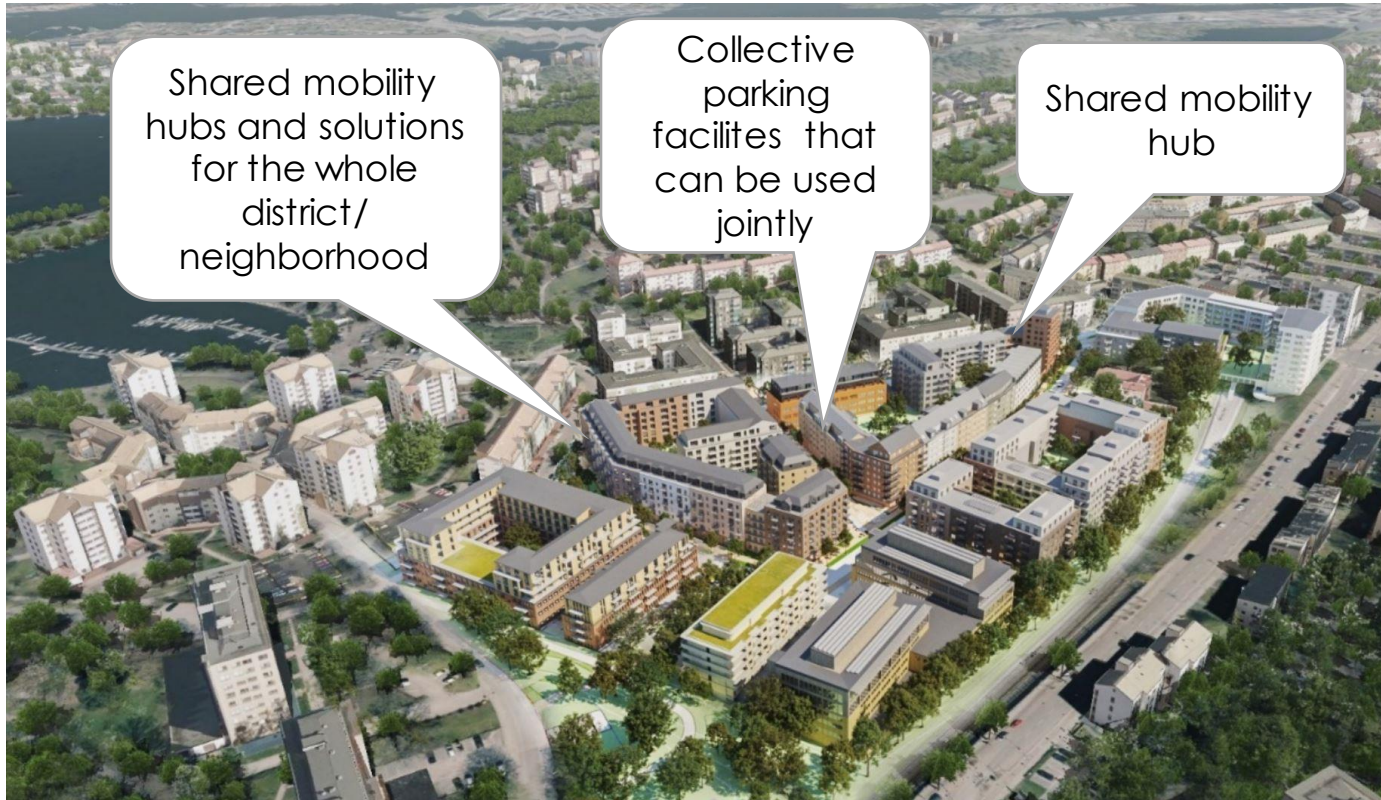
Develop directives for parking

Perfunctory requirements to substitute parking 1:1 are the largest obstacle!



PLAN FOR MOBILITY ON DISTRICT LEVEL

Requirement to provide parking/mobility in each building is an obstacle for transformation



INVEST IN SHARED MOBILITY HUBS

instead for requirements for parking garages

Enable sharing of parking spaces

Enable shared mobility services

Controlling transport volumes

Lower climate and environment footprint compared to parking garage

Lower investment and operational costs

Flexibility now and in the future

USE PARKING FOR CHANGING BEHAVIOR

What are the requirements for achieving housing and climate goals?

Example Stockholm/SE:



Goals for new housing

+ 100 000 new residential units



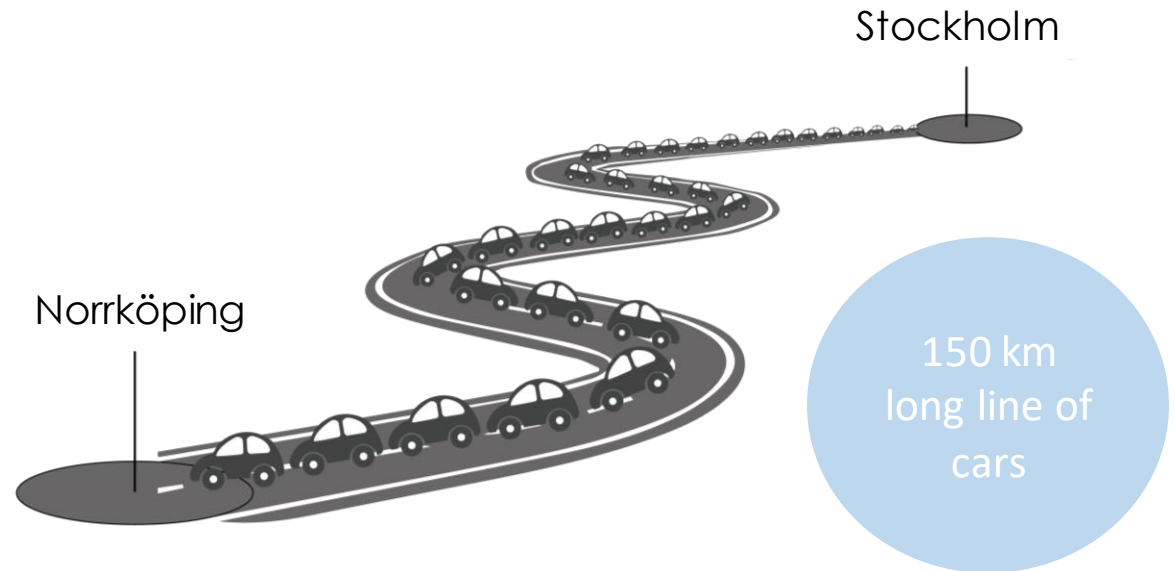
"Green" parking requirements

+ 30 000 new parking places



For achieving climate goals according to Paris agreement:

- 60 000 parking places less



ENRICHED NEIGHBORHOODS

DOWNLOAD THE REPORT (in Swedish):
www.ri.se: Rikare Grannskap

Contacts:

Katarina Borg katarina.borg@ri.se

Malin Gibrand malin.gibrand@trivector.se

Nyréns Arkitektkontor

RI
SE | Research
Institutes
of Sweden

 Trivector



A how-to-handbook

Tack! Danke! Thank you!

Maria Schnurr, Senior researcher
Mobility transformation

maria.schnurr@ri.se

Katarina Borg, Senior researcher Urban
and regional transformation

katarina.borg@ri.se



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