Development of the Urban Form in Helsinki and Stockholm metropolitan areas

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Cooperation in Stockholm: SLL/TMR

Stockholms läns landsting
Tillväxt, miljö och regionplanering
Research report, June 2014

Pohjoiset suurkaupungit
Yhdyskuntarakenteen kehitys
Helsingin ja Tukholman metropolialueilla

Panu Söderström, Harry Schulman ja Mika Ristimäki (toim.)

The report (in Finnish) can be loaded from the web page:
https://helda.helsinki.fi/handle/10138/135233
**Research areas**

**Red:** research areas (functional metropolitan region in Helsinki, county in Stockholm)

**Yellow:** functional metropolitan region in Stockholm (based on commuting)
Areal division

- Urban, peri-urban & rural areas on the regional level
- Travel-related zones (pedestrian-, transit- and car zones) on the local level
Regional level

- Regional classification to urban, peri-urban and rural areas
- Classification is based on distances, densities and rail services
**POPULATION / Region**

**Helsinki**
1,517,000 inhabitants

**Stockholm**
2,012,000 inhabitants

**WORKPLACES / Region**

**Helsinki**
708,000 workplaces

**Stockholm**
1,025,000 workplaces
DISTRIBUTION OF THE POPULATION GROWTH
City region, 2000-2010

Helsinki
+ 140 000 (+10.2 %)

Stockholm
+ 196 000 (+10.8 %)

DISTRIBUTION OF THE WORKPLACE GROWTH
City region, 2000-2010

Helsinki
+ 38 000 (+5.7 %)

Stockholm
+ 107 000 (+12.9 %)

Growth in workplaces faster in Stockholm.
Division into travel-related zones, core areas of Helsinki & Stockholm regions

- Town structure (tätort) classified by structural characteristics and transport possibilities.
- Based on density & diversity (pedestrian zones), transport service & intervals between departures (transit zones).
POPULATION / Urban areas

Helsinki
989 000 inhabitants

Stockholm
1 447 000 inhabitants

WORKPLACES / Urban areas

Helsinki
551 000 workplaces

Stockholm
849 000 workplaces
Difference is biggest in the city center.
POPULATION, CHANGE / Urban areas 2000-2010

Helsinki
+ 78 000 (+8.6%)

Stockholm
+ 140 000 (+10.7%)

WORKPLACES, CHANGE / Urban areas 2000-2010

Helsinki
+ 19 000 (+3.6%)

Stockholm
+ 98 000 (+13.4%)
Helsinki
Subcenters (11):
81 000 workplaces
growth +750

Other concentrations of workplaces (7):
89 000 workplaces,
growth +20 000

Stockholm
Subcenters (10):
121 000 workplaces
growth +16 700

Other concentrations of workplaces (7):
63 000 workplaces,
growth +4 500

Growth mostly in office park locations.
Growth mostly in strongest subcenters.
SUBCENTERS 2010 / Urban areas

Helsinki

Stockholm

SUBCENTERS, Change in population & workplaces 2000-2010
• In Helsinki the growth of workplace concentrations (business parks etc.) outside center/subcenter locations has been much stronger than growth in subcenters in years 2000-2010.

• In Stockholm the role of workplace areas outside the centers is smaller and most of the areas have situated near the edge of the inner city. Many of the areas are also served by a circular light rail line Tvärbanan.
Orbital transport connections, present day + planned

Helsinki

Stockholm

Central pedestrian zone
Fringe of pedestrian zone
Subcenter
Other concentration of workplaces/retail
Existing orbital road connection
Planned orbital road connection
Other road connections
Existing orbital public transport connection
Planned orbital public transport connection
Car ownership rate
Amount of private cars per 1000 inhabitants, 1975 – 2012

- Private car density in Finland and Helsinki region is still growing. In Stockholm and the whole city region the growth has stopped around the millennium.
- Traffic calming policies in Stockholm: congestion tax since 2007, notable investments in cycling.
<table>
<thead>
<tr>
<th><strong>Helsinki region</strong></th>
<th><strong>Strengths</strong></th>
<th><strong>Weaknesses / challenges</strong></th>
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<tbody>
<tr>
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<td>- New rail connections (metro line to Espoo, orbital line in Vantaa) will improve the accessibility of different parts of the city region.</td>
<td>- Urban sprawl is still continuing on the peri-urban areas.</td>
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<td>- Inner city is growing to the old harbor areas → attractive new housing near the sea and the city.</td>
<td>- Lack of orbital public transport connections.</td>
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<td>- New development in Pasila will improve the centers’ role as a second core of the region.</td>
<td>- Polycentric development has not oriented to the subcenters.</td>
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<td>- Traffic congestion level in the city is still low.</td>
<td>- Many subcenters and suburbs have declined as workplace and housing areas.</td>
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<td>- No common vision on the regional structure / regional governance.</td>
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<table>
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<th><strong>Stockholm region</strong></th>
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<td>- Functioning governance in the regional level, common vision on land use and development (RUFS).</td>
<td>- Social and ethnic segregation is a serious problem in the city region.</td>
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<td>- City has grown inwards, growth has focused on the core areas.</td>
<td>- Many suburbs have declined as workplace and housing areas.</td>
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<td>- New orbital connections by light rail <em>Tvärbanan</em> and its extensions complete the radial metro network and support the extension of mixed inner city.</td>
<td>- Traffic connections between northern and southern parts of the region are inadequate.</td>
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<td>- Growth of polycentricity is centered on planned, rail-served subcenters.</td>
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<td>- Congestion charging system has worked well as a part of traffic calming policies.</td>
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<td>- Investments in cycling infrastructure have improved the cycling possibilities.</td>
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