

## STOCKHOLM METRO 3.0

### THE STOCKHOLM CHAMBER OF COMMERCE PROPOSES:

- That the Swedish government and Stockholm County Council produce a long-term plan for the future extension of the Stockholm metro.
- That the plan allows for new housing construction, creates more cross-links and more interchanges.
- To increase the pressure on municipalities to release affordable land for housing construction.
- To urge legislative changes that facilitate and speed up planning process and the construction of housing, office space and infrastructure.

# SUMMARY

## AND CONCLUSIONS

**Population growth in the region requires local government policy to take a more long-term view for Stockholm to continue to grow optimally. An extension of the Stockholm metro is the most sustainable approach to developing the region. As a contribution to the ongoing debate, the Chamber has produced a vision for extending the Stockholm metro. A vision that creates more interchanges and increases residential development.**

The Chamber has taken the extension of the Stockholm metro system one step further. We've reviewed the optimal conditions for ensuring expedient public transport and sought to produce a smarter system.

The new metro routes we propose span the region from Tyresö to Arninge and all the way out to Gustavsberg in the northeast of Stockholm, from Huddinge centrum in the south and Viksjö in the northwest. This creates crosslinks that offload the central Stockholm metro network and generates 13 new interchanges. This provides a total of 22 new metro stations, in addition to the 14 included in the Stockholm Agreement and the National Negotiation on Housing and Infrastructure.

Our proposal also creates the conditions for building more than 200,000 new housing units in addition to the 250,000 already at the municipal planning stage. This represents the overall construction potential for stations where a decision has already been made and the additional 22 stations included in our vision. We've examined the potential for housing construction, including multi-occupancy housing units, terraced housing and single-family homes—although the construction of office space could also be part of the picture.

In addition to proposing new routes, stations and land for development, we also want to emphasise the importance of timing. Simply put, these measures need to be introduced sooner rather than later. Many of the proposals in this report ought already to be in place. Each part of the process—from initial dialogue to final agreement, planning, development and construction of infrastructure and residential areas, can likely be shortened significantly by rationalising existing systems and looking outside Sweden for inspiration.