

URBAN LINEAR FERRIES – EXPANDING STOCKHOLM

THE STOCKHOLM CHAMBER OF COMMERCE PROPOSES TO:

- Extend traffic with urban linear ferries to include more routes.
- When planning new infrastructure, critical interchanges and nearby park-and-ride facilities must be included.
- Municipalities should be required to plan for quays for urban linear ferries when constructing new residential areas in close proximity to water.
- A ticket system that includes traffic via procurement as well as traffic operated on a commercial basis..
- Political agreement regarding extending Stockholm's urban linear ferry routes, in order to increase housing construction in the region is needed.
- Waterborne public transport solutions should provide a level playing field for private operators.
- Land should promptly be allocated for the construction of two major terminals for ferry traffic adjacent to the underground in Stockholm city centre.

SUMMARY

AND CONCLUSIONS

The capital's traffic system is currently heavily overstretched. We need to find ways to offload our roads and get more people to use public transport. In many cities around the world, urban linear ferries is a popular mode of transport. It's now time to capitalise on Stockholm's urban waterways. Public transport based on urban waterways needs to be developed and extended more than it is today to meet the needs of the capital region's growing population.

To achieve this, these factors need to be considered in city planning as Stockholm continues to expand. This includes considering urban linear ferries when building new residential areas in close proximity to water and safeguarding existing quaysides.

All sides of the political spectrum embrace urban linear ferries, particularly as an election approaches. However, in historical terms, not enough has been done. We're taking it a step further by proposing a

number of new routes for commuter ferry traffic that would increase work and leisure commuting alike in the region. We need long-term solutions which have a longer horizon than today's often short-term fixes.

Our vision includes a new waterborne commuter route from the expanding municipality of Järfälla to Stockholm city centre, a direct water link connecting Lidingö and Nacka which would facilitate urban linear ferries in the eastern parts of the region, and a route from Täby facilitating the work commute for people living in the north-eastern part of the region.

Apart from more routes, the region also needs strategic plans for possible interchanges between waterborne public transport and other services, such as buses, underground and commuter trains. These are some of the keys to changing habitual commuting patterns and create real momentum towards an increased traffic with urban linear ferries around the year.