

Alexander Ståhle

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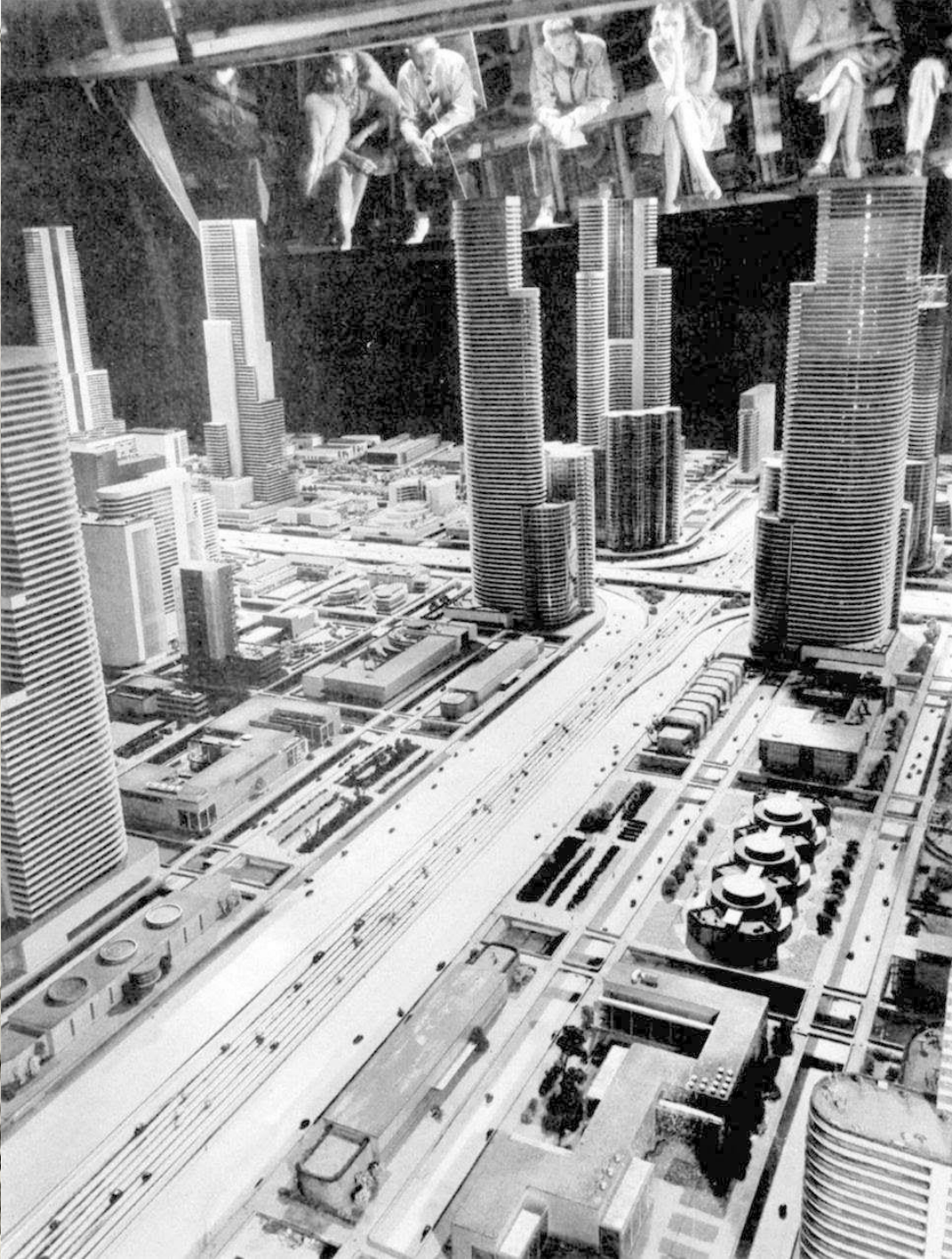


Hur hamnade vi här?





1900-talets modernistiska bilstad





SVENSK FILMINDUSTRIIS REVY 1935

DOM SOM

GÅR I VÄGEN.



A photograph of a busy street at dusk. Several cars are in motion, their lights blurred. In the background, there are trees and buildings. A large blue traffic sign is visible, with white text and symbols. The sign includes a green box with 'E4 34 35', a white box with 'C-RING', and a white box with 'P 51 Riksparkering Gedöllen'. To the left, a smaller sign says 'S:t Lars kyrka' with a 'P' symbol and an arrow pointing left. The overall scene is a typical urban street at twilight.

...70 % av alla resor är med bil i Sverige

...50 % av bilresor kortare än 5 km

...50% av barnen skjutsas till skolan

...30% av alla koldioxidutsläpp

...220 döda och 15000 skadade i Sverige





**MOTHER AND CHILD CRITICALLY INJURED
WHEN HIT BY CAR ON HARLEM SIDEWALK**

PIX 11

6:00 28°



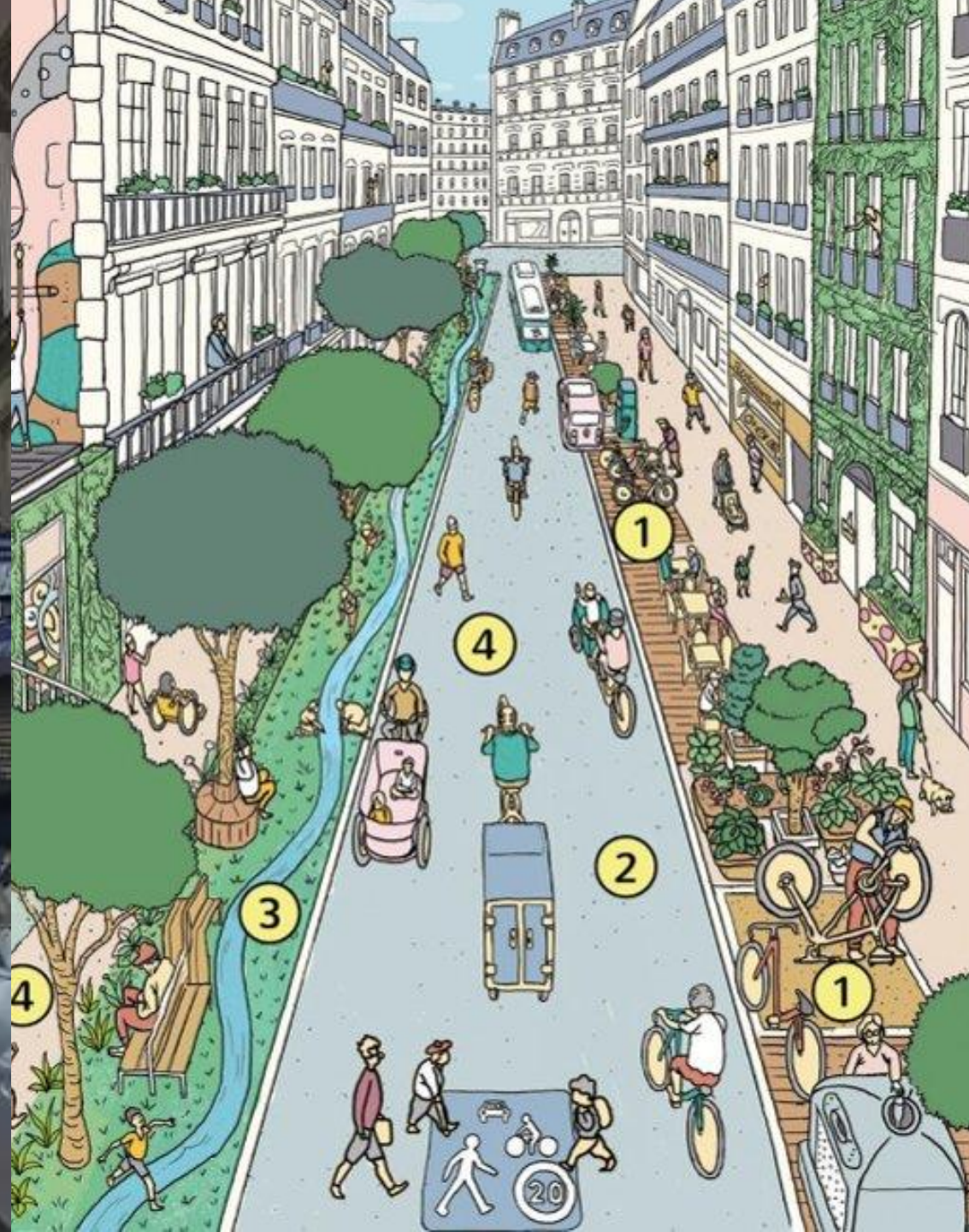
A photograph of a white garage door on a house with a concrete driveway and a lawn. The house has brown siding and a window with green shutters to the right. There are some bushes and flowers in the foreground. The text "Vad är det som händer?" is overlaid in the center.

Vad är det som händer?

Digitaliseringen av arbete och handel ökar kraven på platsattraktivitet



Paris is removing half its street parking to free up space for people

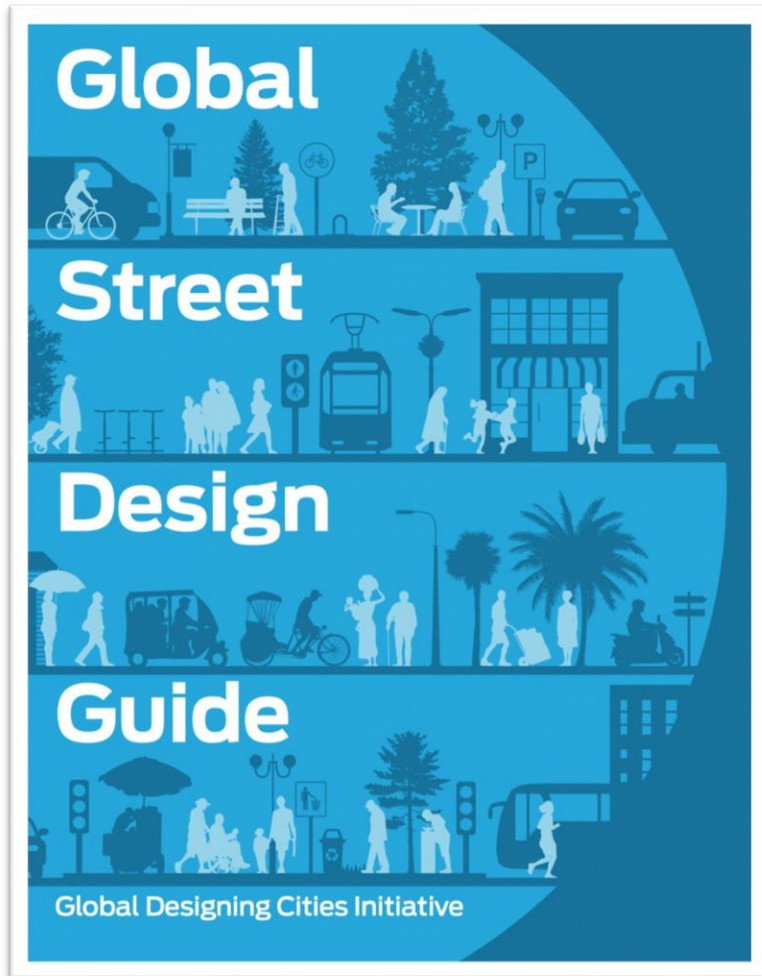


Paris har 180 skolgator, men snart 300

STREETFILMS



Ny global trafikpolicy



1. Pedestrians



2. Cyclists and Transit Riders



3. People Doing Business and Providing City Services



4. People in Personal Motorized Vehicles



National Association of
City Transportation Officials



Ny global trafikpolicy

Designing Streets for Kids



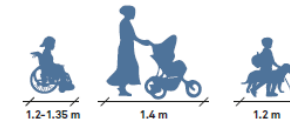
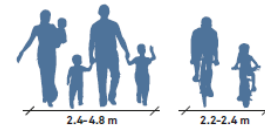
Global Designing Cities Initiative

1.4 | Children's Needs from Streets



Gång- cykelprio

Providing safe, reliable, and integrated mobility options means improving access to key destinations and critical services that kids, caregivers, and families need on a daily basis, including trips that happen at off-peak times and to multiple destinations. The ability to navigate the local environment is critical to children maturing, developing, and gaining confidence and a sense of personal agency. Independent mobility is important for all children, including those with disabilities, to prepare them for independent life as adults.



Utrymme

Young children are accompanied by caregivers. They may be in strollers or carried by their caregivers, or may walk holding hands or cycle side by side, which allows communication and connection between children and caregivers. Children's spontaneous play also requires more space. Caregivers may restrict safe roaming distances or playing, running, or jumping on narrow sidewalks, while wider sidewalks and car-free areas allow children more freedom to play and develop independence.



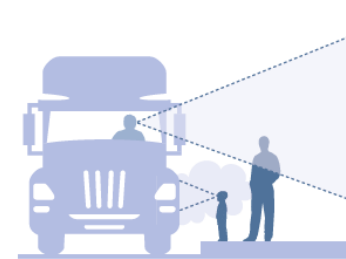
PLA VilaOUSE AND STAY

Compared to adults, young children often walk more slowly and tire more easily. They and their caregivers need places along the way to rest, eat, and regroup. A caregiver carrying a child or with a child in a stroller may walk at a different pace. Places to pause and stay provide children and caregivers, as well as older adults, with appropriate space to rest while using urban streets. These spaces can invite social interactions and encourage families to use streets for longer periods of time.



Mötesplatser

Connections between nerve cells in the brain are formed every time a child interacts with their environment or other people. The brain is at its most flexible in the first five years of life, making this a critical period for learning and growth. Well-designed streets encourage these everyday experiences to invite more meaningful interactions and social connections among children, caregivers, and their environments.⁸



Synlighet

An average three-year-old child is 95 cm tall, so what they see and experience is different than an adult. They are closer than adults to vehicle exhaust, building utilities, trash cans, paving, and other details, experiencing these more intimately due to their heights. Children are less visible to people driving cars and trucks, the designs of which often neglect to account for the heights of children and other users.



Lek LEARNING

Play is essential to children's development because it increases physical activity, develops motor skills, and encourages socializing and creativity. Streets provide opportunities to bring learning and play into children's everyday lives, whether walking along a sidewalk or waiting at a transit stop. Unstructured play comes from purposeful interactions with children's everyday environments and builds imagination, cognitive development, and resilience by allowing children to take the lead and make decisions.⁷



S Trygghet

The perceptions, attitudes, and beliefs of caregivers have significant impact on outcomes for children. If caregivers feel unsafe while using streets, they are less likely to let children move independently or to venture out with them. Cleanliness, safe vehicle speeds, street design, and the safety provided by an active but not overly crowded sidewalk or public space are important factors that influence a caregiver's perception of safety.



Trafiksäkerhet

Compared to those of adults, children's bodies and brains are less developed and more vulnerable to the environment in which they live. To support their health and development, children need an environment in which unhealthy risks from the street, such as traffic violence, polluted air, and excessive noise, are minimized while opportunities for learning and healthy connections are supported.



Toronto, Canada



São Paulo, Brazil



Milan, Italy



Abidjan, Côte d'Ivoire



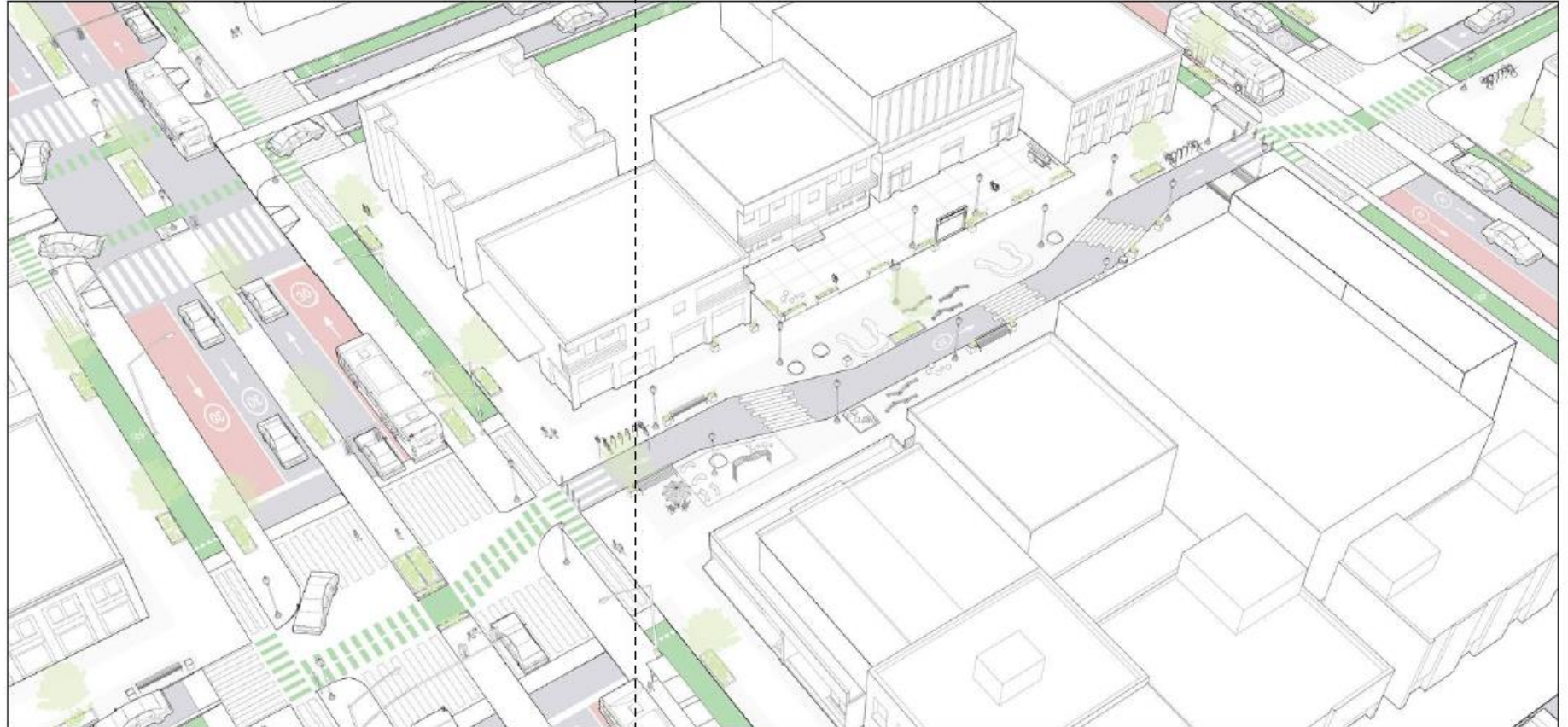
Kolkata, India



Bogotá, Colombia

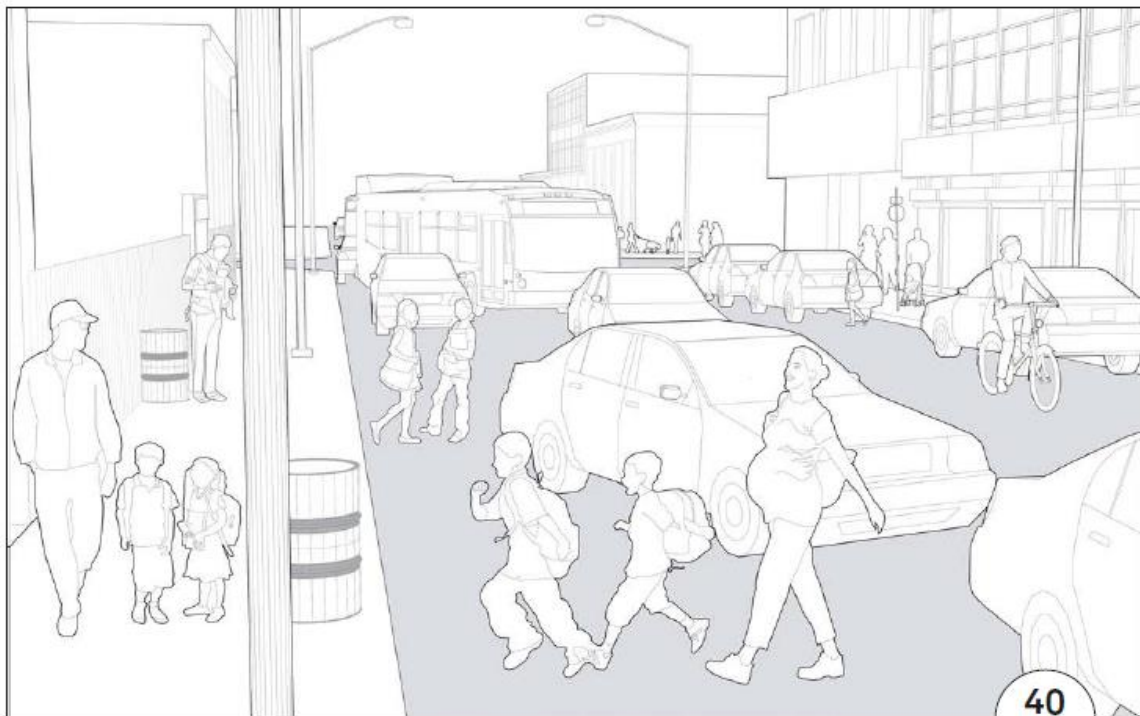
Design approach

A network approach to streets near key destinations is important: here, both the street in front of the school and the adjacent streets provide a safer overall environment. Streets along school entrances should aim for zero vehicle-pedestrian conflicts; be spaces for pausing, waiting, socializing, and playing; and extend the area for children into the street. The design of adjacent streets can support these goals by limiting vehicular access to school streets. These streets should limit or prevent vehicles from entering during certain hours by having a designated drop-off and pick-up zone on adjacent streets while allowing for access by emergency vehicles. Adjacent streets should promote access to school streets by transit, bicycle, and walking. Prioritize improving intersections by schools and other destinations for families walking and cycling to these facilities. *For more detail, see page 61.*

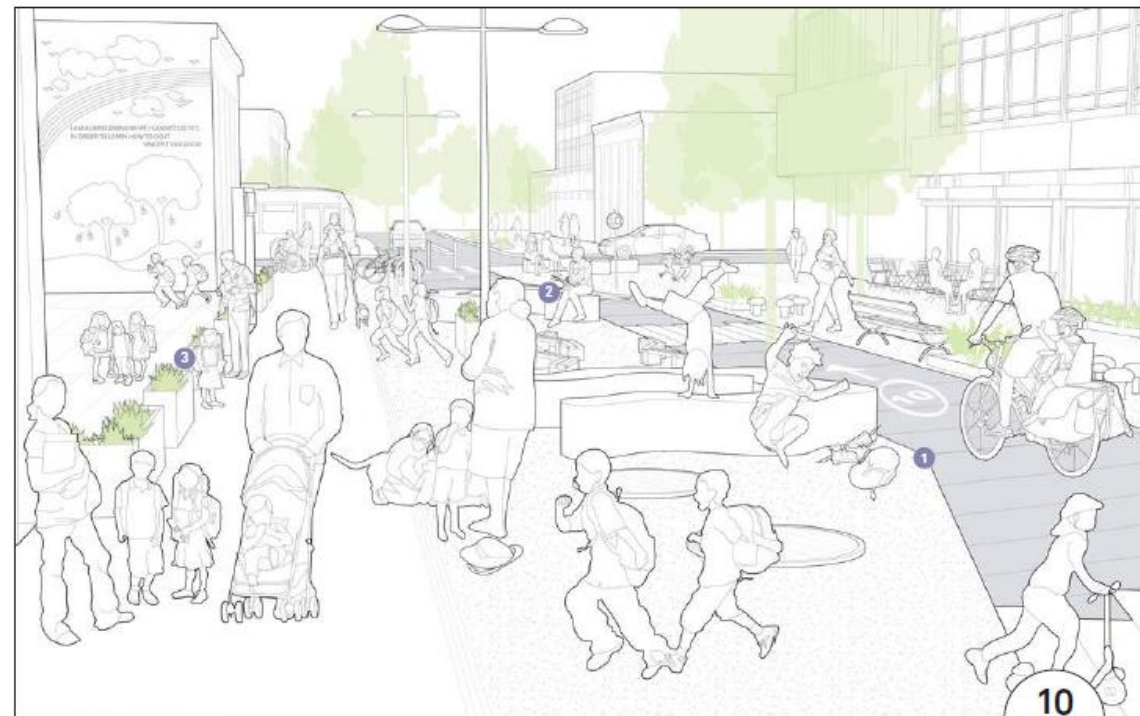


Barnvänliga skolgator

4.1.2 | Streets near Key Destinations



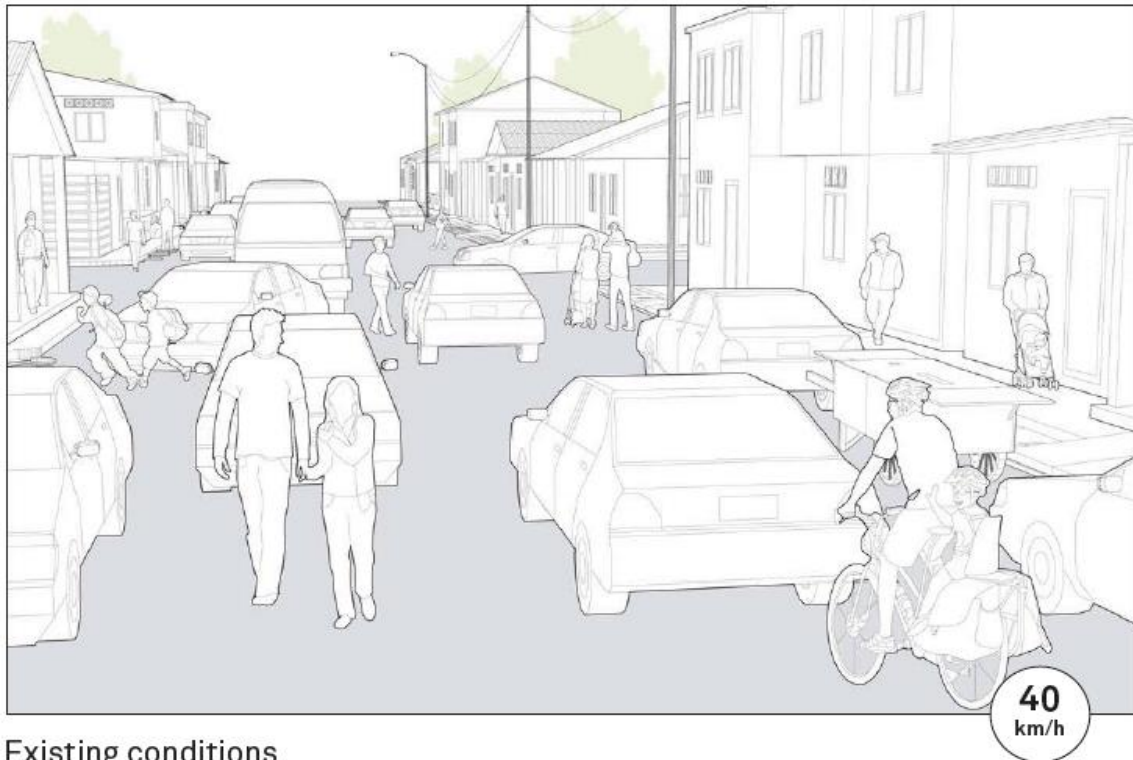
Existing conditions



Redesign: One-way shared street

Barnvänliga bostadsgator

4.2.2 | Neighborhood Streets (12 m)



Existing conditions



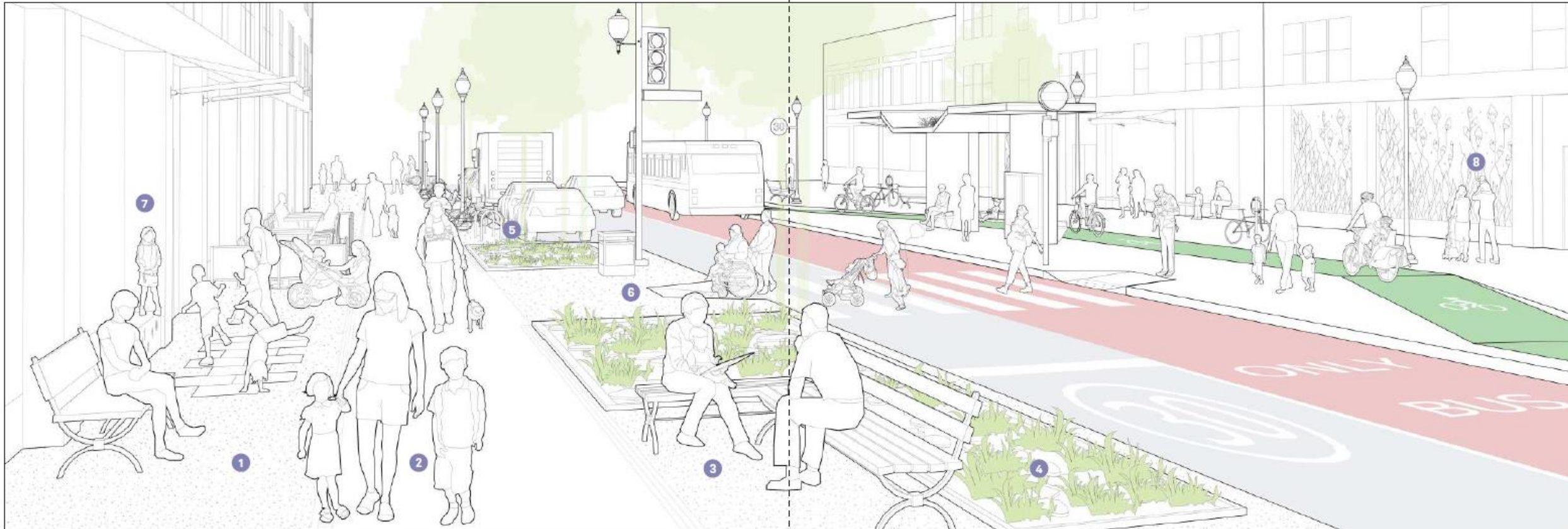
Redesign: One-way shared street

Barnvänliga trottoarer

5.2 | Sidewalks

Sidewalks are the foundation of the transportation network for children and caregivers. Their design should reflect their use as both a right-of-way for movement and as a public space where children spend a large portion of their days. Well-designed sidewalks have a clear path that meets accessibility and pedestrian volume needs. A high-quality sidewalk has enough space for

several people to walk side by side or in small groups. Sidewalks should provide enough room for conversation and play to coexist with movement. Safe and comfortable sidewalks are well-lit at night and have inviting building edges, shaded places to rest and walk, areas for play and socializing, and wayfinding systems.



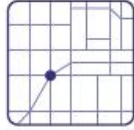
Barnvänlig gatuplanering



CHILD-TO-CHILD

A E

Older children can help younger children learn about road safety and street improvements through guided walkshops and tours.



MAPPING

A E

Help identify and prioritize sites, routes, and mobility areas. Use large-scale maps to document children's environments.



JOURNALING

A E

Encourage kids to keep a journal. For example, ask kids to document how they travel to school, the paths they take, and how long this takes.



ART AND PLAY

A D

Use drawings to engage people of any age, especially kids from ages 4 to 11.⁶

Re-purpose materials such as cardboard boxes, straws, toys, leaves, and branches to create models of neighborhoods to use for street design exercises.



STREET AUDIT

A D E

Do a street audit with children and caregivers. Compare their different perspectives and discuss key challenges and potential solutions.



TECHNOLOGY

A D E

Help children co-create with adults, for example by using computer games such as Minecraft or SimCity.

Ask children to report poor road conditions and document their travel to school by walking and biking via gamified apps.



PHOTO STORY

A

Ask children to take pictures of places they like and things that need to be improved on their local streets. Share and discuss their findings.



CHILD-LED TOURS

A E

Children are passionate about the places where they live. Let children lead and show what works and what does not.



INTERVIEWS, FOCUS GROUPS, AND SURVEYS

A D E

Conduct interviews and surveys, and organize focus groups before and after project completion. Use these tools consistently to understand where changes are needed.



VISUAL SURVEYS

A D E

Use a visual preference survey to get quick results. Make it accessible for those who cannot read.



CHANGE PERSPECTIVE

D

See a street from a child's or caregiver's perspective to be better informed for a meaningful discussion. This can be through a different eye level (for example, 95 cm, the height of an average three-year-old), pace, safety perception, and more.

Steps in the process:

- A Analysis
- D Design
- E Evaluation



OBSERVATIONS AND COUNTS

A E

Understand how the street is used and who the users are with quantitative counts.

AT SCHOOL



Milan, Italy

AT THE GROCERY STORE



Lima, Peru

AT THE LIBRARY



Vienna, Austria

AT HEALTHCARE FACILITIES



Recife, Brazil

AT THE PLAYGROUND



New York City, USA

AT THE PARK



Thessaloniki, Greece

AT OPEN STREET EVENTS



Cape Town, South Africa

ON THE SPORTSFIELD



Vyksa, Russia

AT COMMUNITY EVENTS



Sao Paulo, Brazil

Ny svensk trafikpolicy



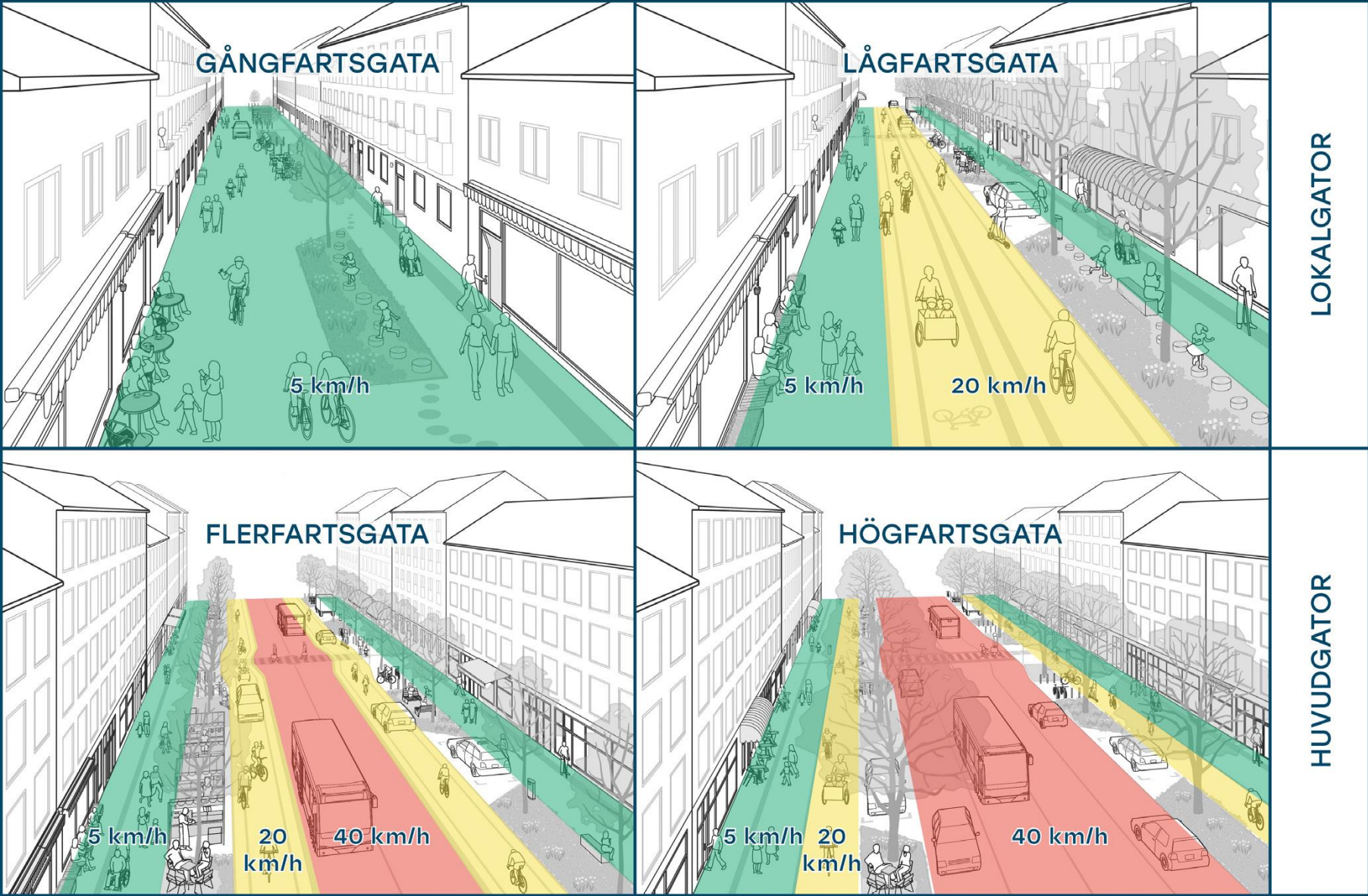
Prioriteringsordning för hållbar tillgänglighet

- 1 Digital tillgänglighet
- 2 Lokalisering av målpunkter
- 3 Gång, cykel och annan mikromobilitet
- 4 Transport med delat fordon
- 5 Egen transport med motordrivet fordon

Sveriges nya gatustandard



Fyra smarta gatutyper - hastighetsdesign



Omvandling av lokalgata

Exempel Södermannagatan



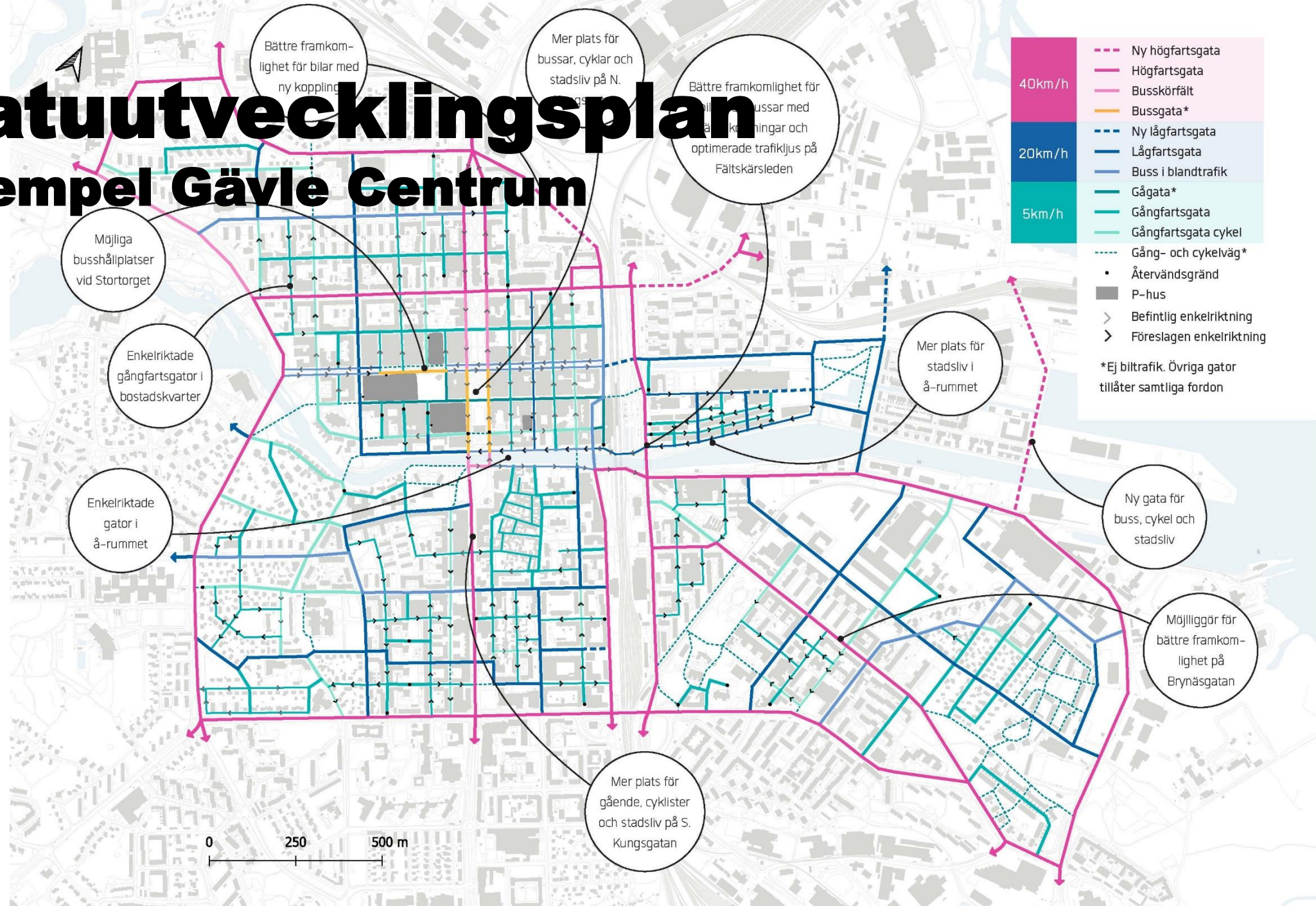
Före



Efter

Gatuutvecklingsplan

Exempel Gävle Centrum

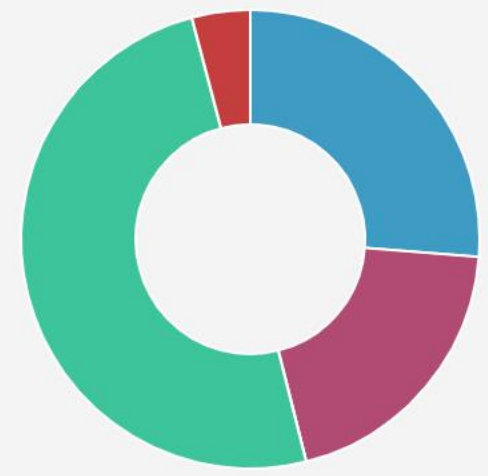


Förslag till Gävles framtida gator



Vilken typ av huvudgator vill du ha i centrala Gävle?

- 1. Som idag
- 2. Testa tillfälliga lågfartsgator
- 3. Permanenta lågfartsgator
- Inget av alternativen



☆☆☆☆☆ Index: 0

Data

Gatans information

Gatunamn

Obligatorisk

Adress

Analystyp

Områdestyp

Gatutyp

Analyserad gatulängd

Obligatorisk m

Gatans bredder

Total bredd

Obligatorisk m

Gångyta/gångfartsyta

Gatans värden

Hälsa

Ljudnivå

0
dBa

Andel boende som ser grönska

0
%

Andel aktiva transporter

0
%

Risk för allvarlig trafikskada

0
%

Grönskans syreproduktion

0
ton/år

Utsläpp av luftpartiklar (PM10)

0
ton/år

Utsläpp av luftpartiklar (PM2,5)

0
ton/år

Utsläpp av kväveoxider (NOx)

0
ton/år

Socialt

Besöksstryck

0
pers/dygn

Nära grannkontakter

0
st/boende

Trygghetsskapande entréer

0
entréer/m

Trygghetsskapande belyst yta

0
%

Potentiell uteserveringsbredd

0
m

Sittmöjligheter

0
m mellan bänkar

Uteserveringar

0
sittplatser

Jämställdhet

0
% Kvinnor

Ekonomi

Bostadsvärdeskapande

0
%

Kontorsvärdeskapande

0
%

Omsättning serviceföretag

0
tkr/år

Bilparkeringsintäkt

0
tkr/år

Omsättning uteserveringar

0
tkr/år

Mobilitet

Trafiksäkerhet att gå från åldern

0
år

Trafiksäkerhet att cykla från åldern

0
år

Trafikkapacitet

0
pers/h

Bussars framkomlighet

0
km/h

Bilars framkomlighet

0
%

Angöringsplats

0
st/entré

Cykelparkeringsplatser

0
st/serviceföretag

Gående/rullstolar i bredd

0
st per sida

Miljö

Utsläpp av koldioxid

0
ton/år

Dagvattenfördröjning

0
mm/h

Renat dagvatten

0
liter

Potentiell odlingsvolym

0
kg grödor/år

Temperatursänkning

0
°C

Lagringsbart snöfall

0
cm

Götagatan

★★★★☆ Index: 4.4

Dela

Gatans information

Gatunamn

Götagatan

Adress

Analystyp

Omvandlad gata

Områdestyp

Centrumområde

Gatutyp

Huvudgata

Analyserad gatulängd

100 m

Gatans bredder

Total bredd

14 m

Gångyta/gångfartsyta

Gatans värden

Hälsa

Ljudnivå

32

dBa

Andel boende som ser grönska

100

%

Andel aktiva transporter

100

%

Risk för allvarlig trafikskada

0

%

Grönskans syreproduktion

2.4

ton/år

Utsläpp av luftpartiklar (PM10)

0

ton/år

Utsläpp av luftpartiklar (PM2,5)

0

ton/år

Utsläpp av kväveoxider (NOx)

0

ton/år

Socialt

Besöksstryck

15000

pers/dygn

Nära grannkontakter

10

st/boende

Trygghetsskapande entréer

10

entréer/m

Trygghetsskapande belyst yta

100

%

Potentiell uteserveringsbredd

7

m

Sittmöjligheter

5

m mellan bänkar

Uteserveringar

20

sittplatser

Jämställdhet

57

% Kvinnor

Ekonomi

Bostadsvärdeskapande

20

%

Kontorsvärdeskapande

30

%

Omsättning serviceföretag

219000

tkr/år

Bilparkeringsintäkt

0

tkr/år

Omsättning uteserveringar

650

tkr/år

Mobilitet

Trafiksäkerhet att gå från åldern

5

år

Trafiksäkerhet att cykla från åldern

5

år

Trafikkapacitet

10000

pers/h

Bussars framkomlighet

Ingen busstrafik

km/h

Bilars framkomlighet

0

%

Angöringsplats

16.7

st/entré

Cykelparkeringsplatser

1

st/serviceföretag

Gående/rullstolar i bredd

10

st per sida

Miljö

Utsläpp av koldioxid

0

ton/år

Dagvattenfördröjning

4.1

mm/h

Renat dagvatten

2.1

liter

Potentiell odlingsvolym

100

kg grödor/år

Temperatursänkning

5

°C

Lagringsbart snöfall

189

cm

Utomhus



Mobilitet



Miljö

Utomhusvärdeskapande

20
%

Trafiksäkerhet att
gå från åldern

5
år

Utsläpp av koldioxid

Utomhusvärdeskapande

30
%

Trafiksäkerhet att
cykla från åldern

5
år

Dagvattenfördröjning

Utomhus
regnetag

219000
tkr/år

Trafikkapacitet

10000
pers/h

Renat dagvatten

Utomhus
regnetsintäkt

0
%

Bussars
regnetsintäkt

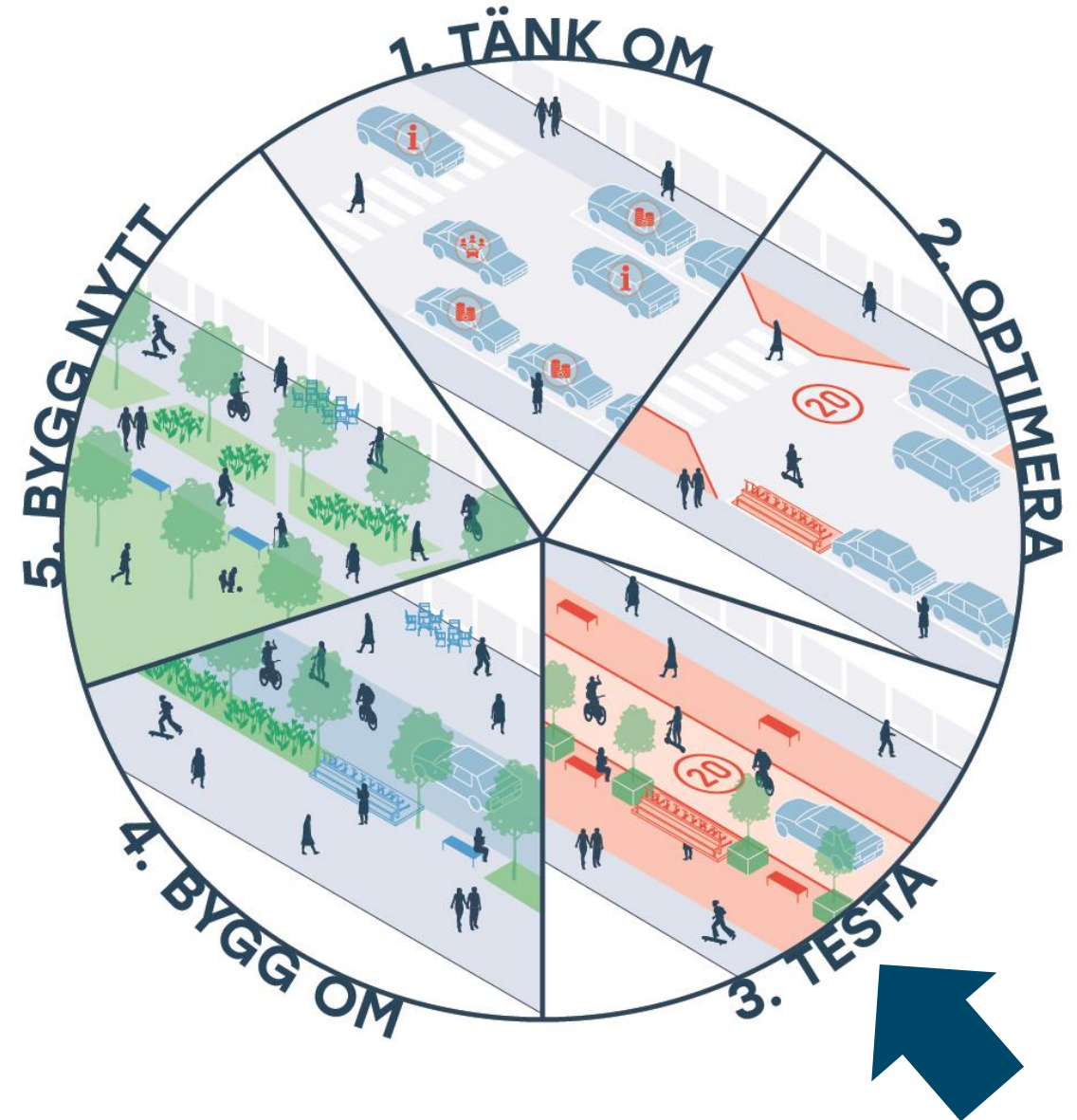
Ingen
regnetsintäkt

Potentiell
regnetsintäkt

1
%

Genomförande med nya femstegsprincipen

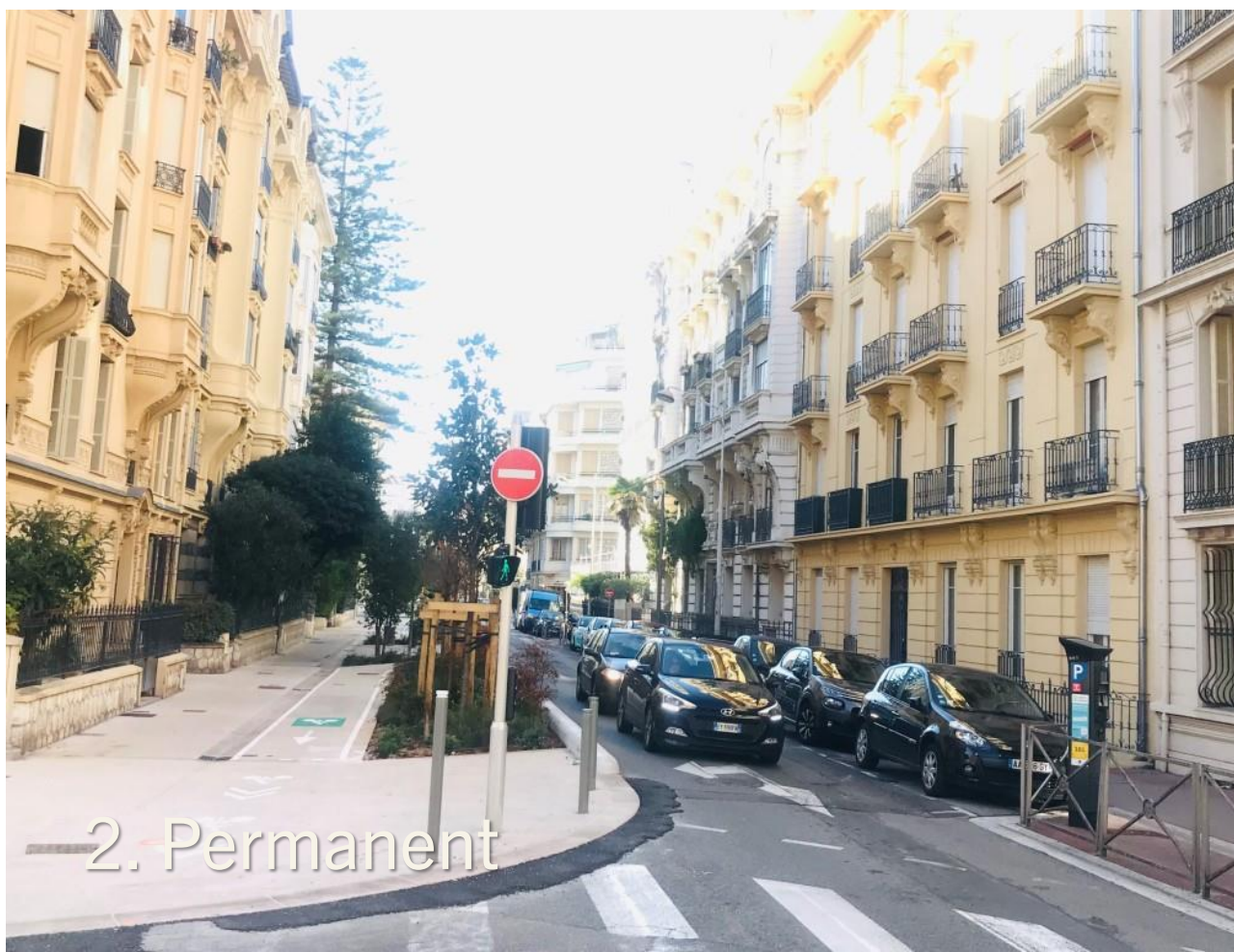
- Testa!



Stegvis omvandling av lokalgata



1. Testgata



2. Permanent

Därför byggs – och målas – vägarna i Umeå om

Publicerad 29 juni kl. 10:26 - Uppdaterad 03 juli kl. 09:05

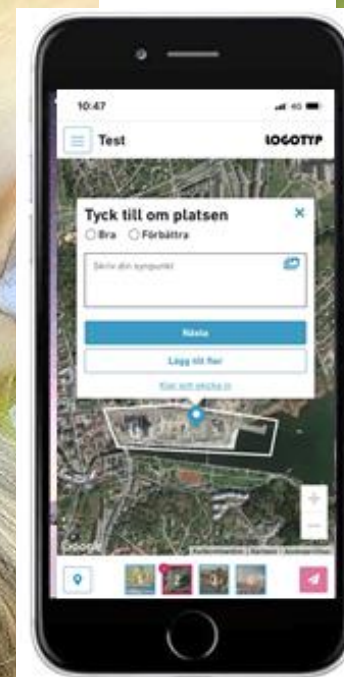


Flera vägarbeten pågår just nu i centrala Umeå. Trafikverket står bakom några, Umeå kommun andra. Slutmålet är gemensamt: ett bättre och hälsosammare Umeå som ska möta utmaningen i att rymma 200 000

Stockholm Framtidsgator



Dialog med webbplattform





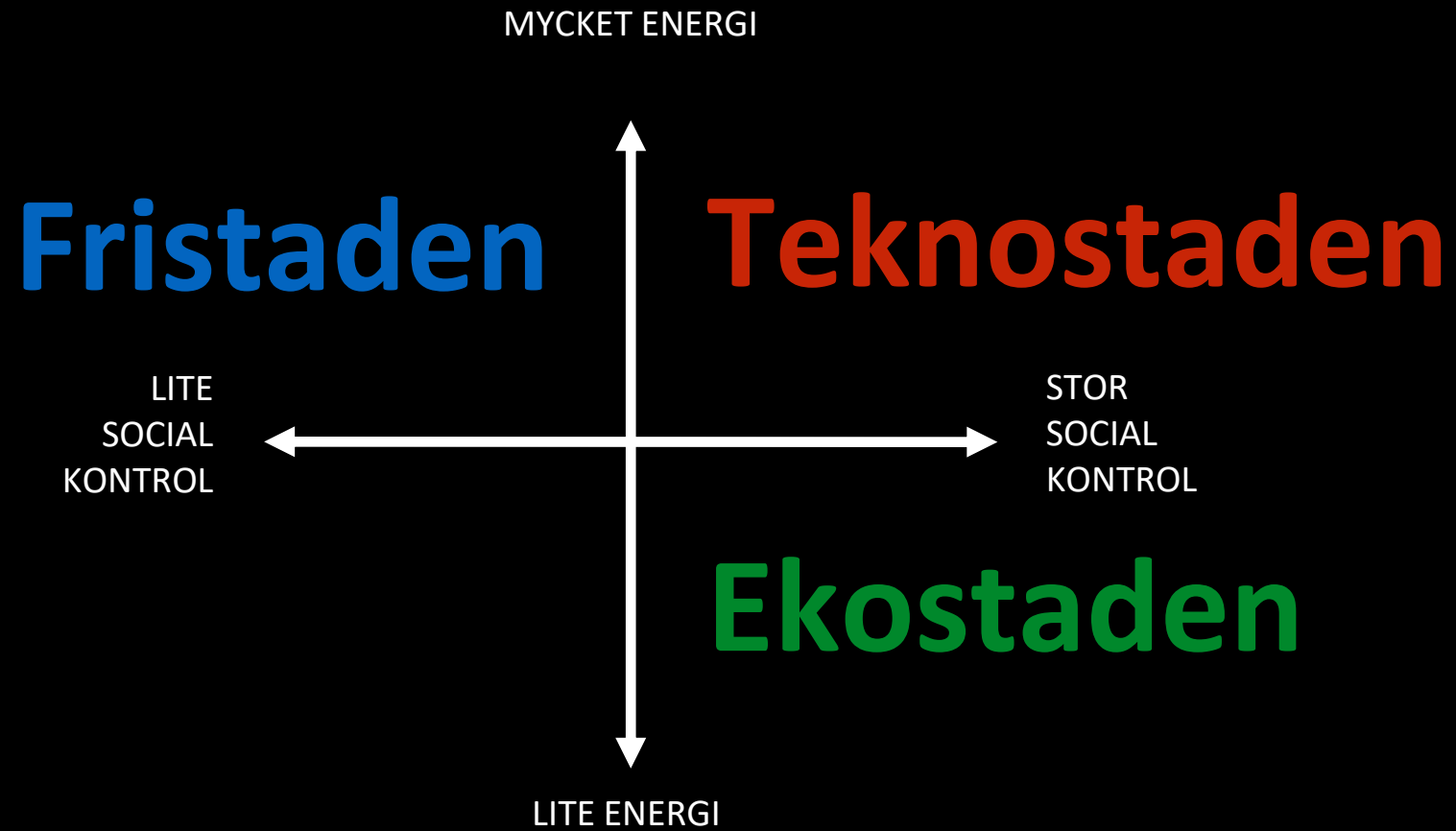
- Vi fick vara med och bestämma. Och tänk, nu är det på riktigt.
Jag trodde att det skulle bli sant. Men jag trodde inte att det skulle bli såhär bra.



An aerial, high-angle view of a two-lane road. In the foreground, a traffic accident has occurred, with several cars involved and debris scattered on the road surface. Further down the road, a white van is driving in the left lane, followed by a red car and a white car in the right lane. A traffic signpost with three signs (a red inverted triangle, a blue circle, and a blue triangle) stands on the left side of the road. The text "Hur blir framtidens gator?" is overlaid in the center of the image.

Hur blir framtidens gator?

Tre scenarier



Idag

Inre förort



EKOSTADEN



TEKNOSTADEN



FRISTADEN



Tre scenarier

FRISTADEN



TEKNOSTADEN



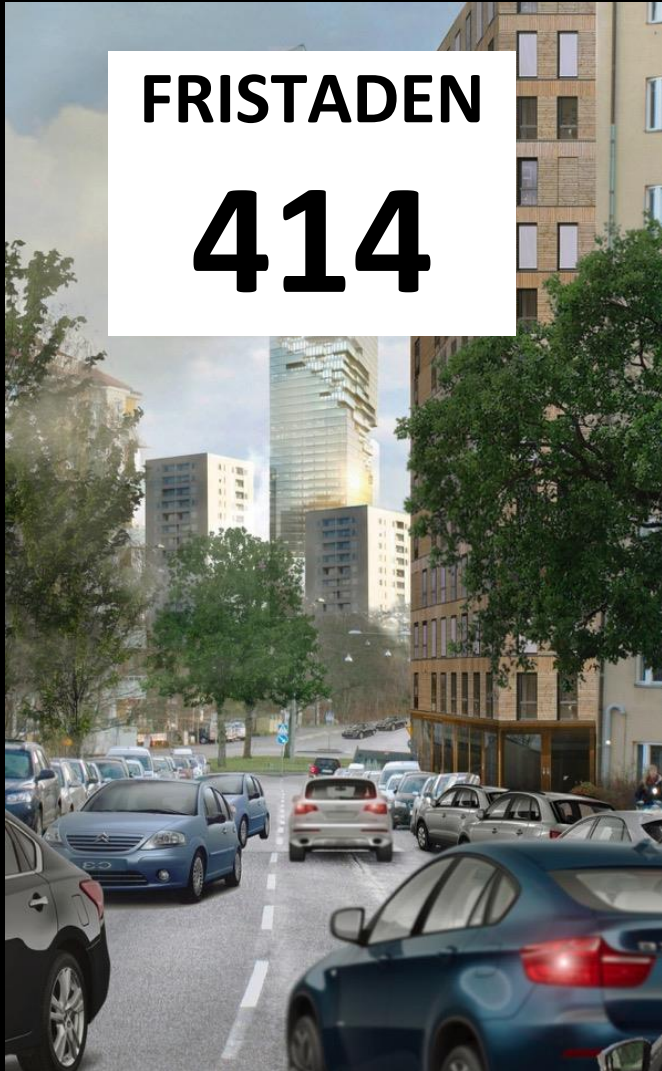
EKOSTADEN



3342 röster på DN.se

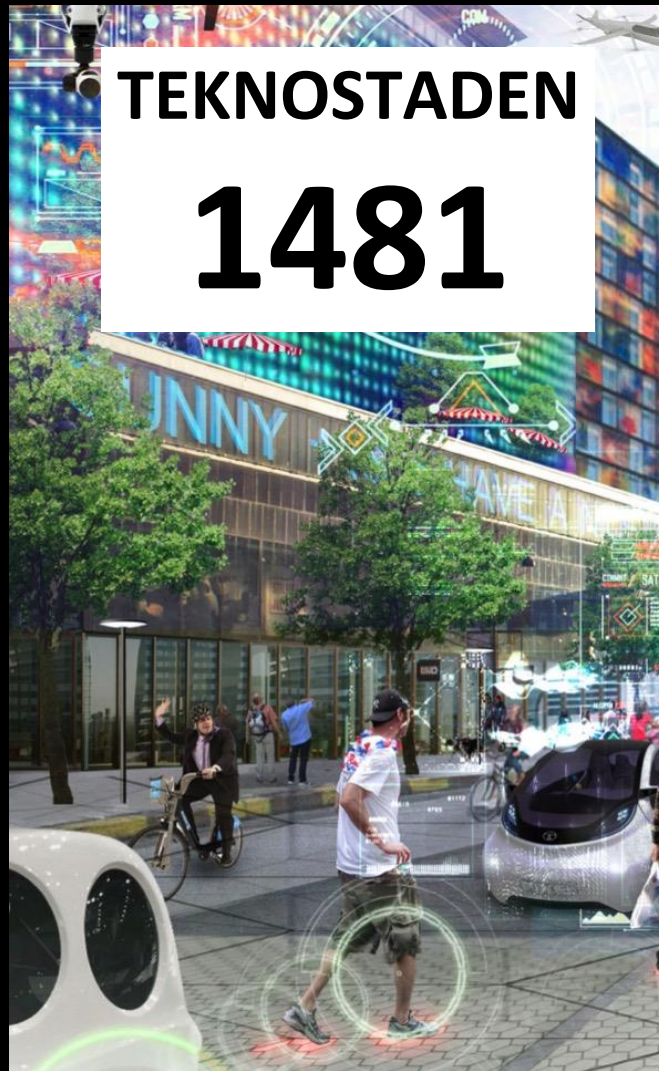
FRISTADEN

414



TEKNOSTADEN

1481



EKOSTADEN

1447



Volvo's vision for the tech city Göteborg 2070



Göteborgs stads vision för Frihamnen



Barnens boulevard i Varberg



Råd för framtiden

- Ta fram fakta
- Gör en plan
- Testa
- För tät dialog



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