



*UBC  
Linköping 2009  
Sustainable urban growth  
- from within*

# UBC Commission on urban planning

”Sustainable urban growth – from within”

9th - 12th September 2009 in Linköping, Sweden

## Agenda

### WEDNESDAY, 9th SEPTEMBER

Get together evening and dinner.

### THURSDAY, 10th, SEPTEMBER

Welcome speeches by Sirpa Kallio, chairperson of the Commission on Urban Planning and Muharrem Demirok, head councillor responsible for planning. General information about planning in Linköping, structure plan for twin cities Linköping and Norrköping, by Karin Elfström, head of department for structure planning. Local development framework for the city of Linköping, with sustainability at the forefront, by Jonathan Turner, city planner.

Presentations of examples from other countries, Strategic Master Plan for the city of Halmstad, by Mattias Bjellvi, Halmstad, Sweden.

Introduction to the workshops “Sustainable urban growth – from within”.

Guided walk in the city held by Gunnar Elfström, City historian and expert on Linköping. Coach to workshop sites and then workshops at the hotel.

Reception at the city hall and dinner at Munkkällaren restaurant.

### FRIDAY, 11th, SEPTEMBER

Lectures in the theme and presentations of examples from other countries Djurgården, a planned new sustainable urban district in Linköping, by Michael Porath, city planner. Viikki - Vik ecological housing area, Ina Liljeström, Helsinki, Finland. Workshops in the afternoon.

Coach to our twin city, Norrköping and visited the very special “industrial landscape” - also known as Sweden’s Manchester. Guided walk with Lars-Axel Tengblad, architect City of Norrköping. Several interesting lectures - invited experts in the field of sustainable green cities and on sustainable transport systems:

*”Sustainable cities require sustainable transport systems” by Christer Ljungberg, Trivector Consultants*

*”Hammarby Sjöstad” by Malin Olsson, City of Stockholm*

*”The company city is both dense and green” by Alexander Ståhle, Royal Institute of Technology*

Dinner in Norrköping at Laxholmen Restaurant.

### SATURDAY, 12th SEPTEMBER

Workshops and final touches to the workshop proposals.

Workshop presentations and discussions and questions.

**Thank you for participating in the seminar i Linköping!**

# Participants

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*The city council's ambition is that the Linköping of the future will have a denser and more compact urban structure compared with that of today. This ambition is linked to goals for improvements in public transport systems and services, for better integration into society of people with different backgrounds, and for a safer city for the citizens. Both the workshops deal with how Linköping can be built more densely and compact in a sustainable and attractive way.*

## Workshop 1

### **The city centre extends over the river**

#### **Background**

A new high speed railway line is being planned between Stockholm and Gothenburg, the so called Götalandsbanan. The planning perspective for this project is the year 2020.

Linköping will become an important communications centre and there are great expectations that the high speed railway will spark off extensive city and regional development. A new railway station, which will be an important centre for regional and local travel, is planned on the eastern side of the river Stångån. This is a new locality and means a big change in the city with regards to the city centres localization in relation to the site of the railway station. The present railway station can be used for new purposes. A new city development area is planned in the vicinity of and surrounding the new railway station, an area which will be characterized by dense city-centre building with a mixture of dwellings, offices, shops, restaurants etc. The river, which today is a poorly utilized feature in the city, can be developed and become a great attraction in the future Linköping.

The city's ambition is that the present day railway station will be used for different cultural activities, and will be included in a planned cultural and sports orientated zone in the city. The zone will stretch from the area which includes the existing library, conference centre, museum, and theatre, and be extended to include the present day railway station, together with a new city park, the ice-hockey and entertainments building Cloetta Center, and a new football stadium east of the river.

#### **The task**

How can the area of the cultural and sports orientated zone east of the river, which includes the park in front of the present railway station (Järnvägsparken), the street opposite the railway station (Järnvägsavenyn), and the present railway station building, be linked to the area of the zone on the eastern side of the river which includes the new city park, Cloetta Center, and the new development area surrounding the new railway station? And how can the riverside environment be developed?

# Group 1:

Stina, Ewa, Mattias, Mikko, Ina



## Ideas:

- nowadays the streams of pedestrians end at the river: in the future they should naturally continue to the east river side
- the two river sides could get closer to each other among others by building bridges and by creating river banks with mixed use: both dwellings and shops
- increased accessibility: movement of light traffic will not be disturbed by the river, rather the river will be a centric element that people relate to, are attracted to, use when orientating, "our river"
- also public traffic will embrace the river as it moves between the cities west and east sides crossing the river, and it is important with attractive bus stops in beautiful, secure and sunny places



# Group 3:

Hanne, Niels-Peter, Sakari, Kyni,  
Dzintra, Sven Ryszard, Jørgen

## Strengths

- Station in the city
- Connection to the world
- Place with all kinds of transport
- Increase from 5 to +10 mio. travellers
- Urban generator – growth from within
- New use of former railway area and buildings

## Weakness'

- **Dominant** structure
- Loos of green areas



## Opportunities

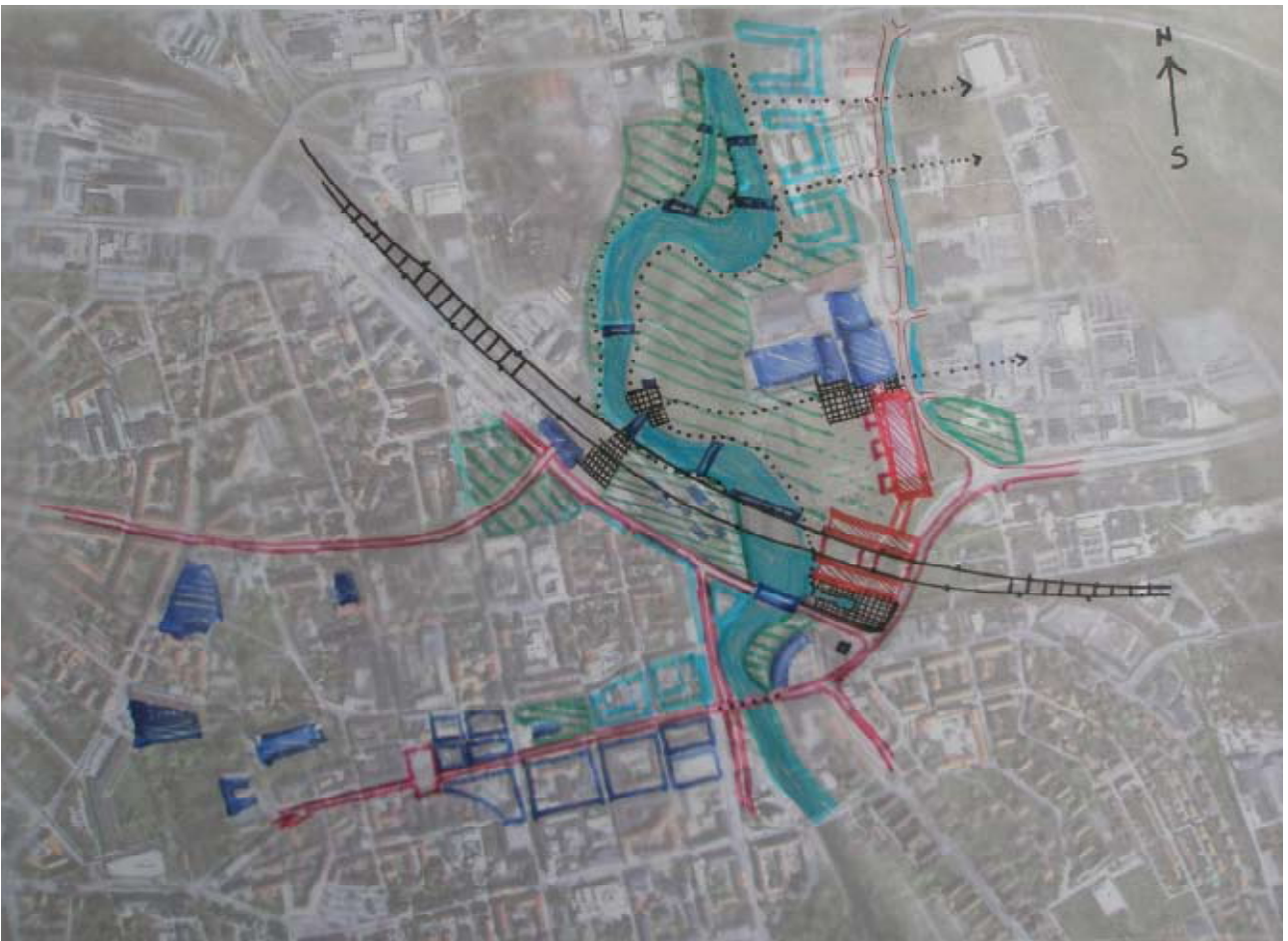
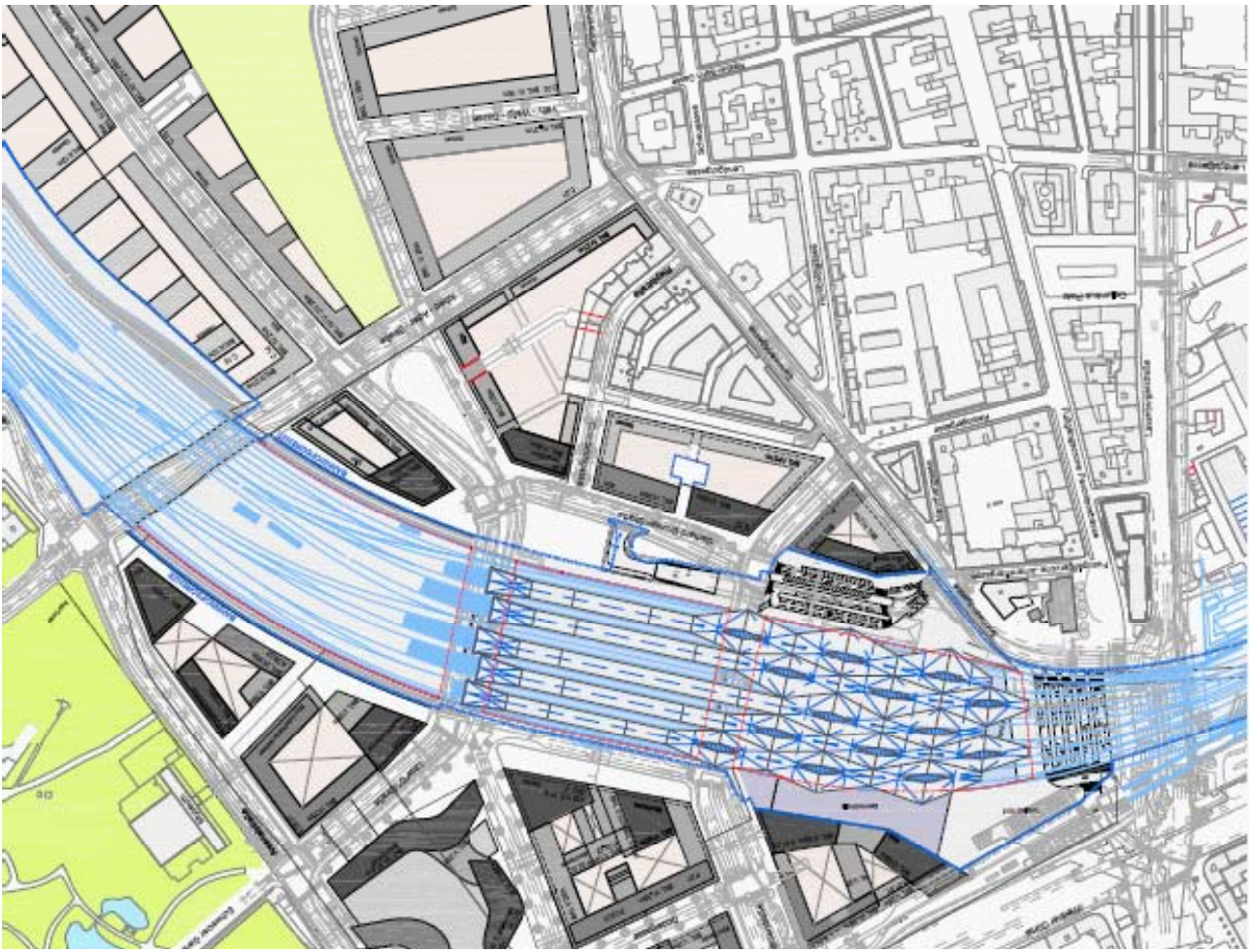
- New centre in connection with the station
- Improvement of the recreational value of the riverbanks
- Reduce the existing barrier
- Make high quality architecture

## Threats

- The barrier will remain
- A huge and ugly construction
- Decline of the existing centre
- The high speed train don't stop







NIT

B-huset  
Inngång  
27

B-huset  
Inngång  
29

Institutionen för Ekonomisk Ökologi  
Institutionen för Systemvetenskap, ÖT

WU



# Workshop 2

## The University and Ryd

### Background

The University of Linköping has about 26 000 students and three campuses. The biggest campus lies on the outskirts of the city, about 3 kilometers from the city centre. North of this campus lies the housing area Ryd, which was built at the end of the 1960's. This area has about 8 000 inhabitants, a shopping centre and schools. The dwellings comprise of about 400 detached, semi-detached and terraced houses, and about 3 700 flats, which are flats both for students and for other people. There are many students, immigrants and low-income families living in Ryd.

The campus area and Ryd are separated by a busy main road, non-utilized green areas, petrol stations, hamburger restaurants etc. Ryd is isolated from the rest of the city by roads and also by an extensive wooded recreational area called Rydskogen.

### The task

How can the housing area Ryd be joined to the University campus? How can the campus and Ryd be developed so that they can be more integrated parts of the city?

# Group 2:

Iina, Malgorzata, Iwona, Carsten,  
Pernilla

## Analysis:

- poor pedestrian and bicycle connections
- heavy traffic, main road is a barrier
- ring road is making the traffic barrier more intense
- lack of landmarks, not easy for orientation
  - no attractive entrances
  - partly poor maintenance,
- buildings are coming into need of renovation,
  - poor density

## Proposals:

Blue : new development areas for Housing and commercial services and university

Central Park, pleasant light traffic  
Connection to city

Sports center  
Or similar attraction

New Junction  
With traffic lights,  
Westgate to the City

Green  
Connection on a bridge,  
With light traffic  
connection



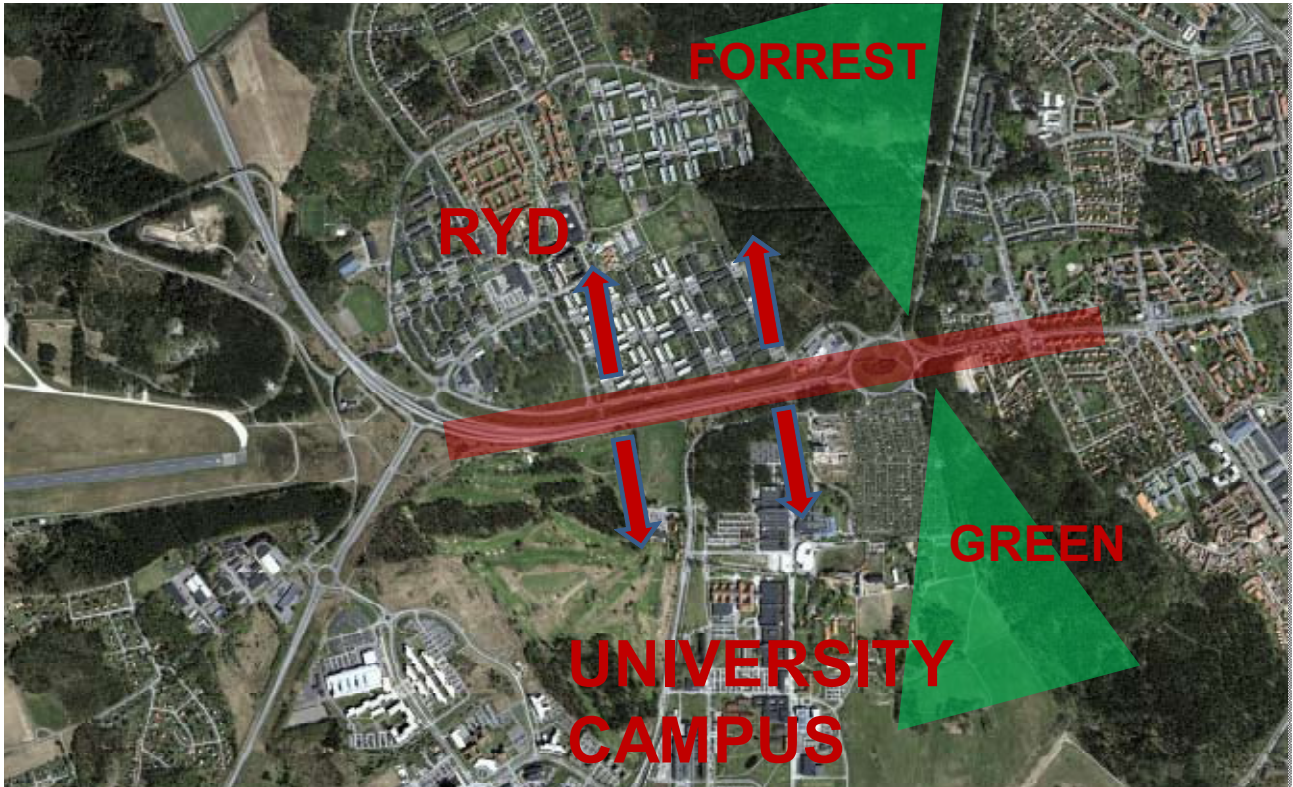
## Benefits:

- lot of space for further development,
  - close to nature, parks around
- more efficient, multifunctional land use
  - improved image as a gate to the city
    - more attractive place for living
- model-role for knowledge-based eco-city
- great potential of young and flexible people
- creating a landmark, art, special built object

# Group 4:

Håkan, Witold, Theodora, Sirkka, Paulina

That is now



Main ideas

- 1. MAKE THE FORREST LESS WIDE**  
– DEVELOP A PART OF IT AS A HOUSING AREA TO MAKE MORE USE OF THE INDUSTRIGATAN
- 2. DEVELOP THE FORREST INTO A PARK**  
– PUT SOME LIGHTS, BENCHES, ORGANIZE PLACES FOR ACTIVITIES AND IMPROVE THE QUALITY OF SPACE TO ENHANCE PEOPLE TO USE IT AND MAKE THEM FEEL SAFE
- 3. CONNECT THE NORTH AND SOUTH PART OF THE FORREST ABOVE THE ROAD (BIO-DUCT OF MINIMUM 50 METRES WIDE)**
- 3. CREATE A FAST BICYCLE LANE THAT COULD INTEGRATE PEOPLE FROM NEIGHBOURING AREAS**
- 4. CHANGE THE ORGANISATION OF THE TRAFFIC AND THE GEOMETRY OF ENTRANCE ROAD AND RINGROAD**
- 5. CREATE CULTURAL FACILITIES TO INTEGRATE SOCIALLY AND CULTURALLY DIVERSED SOCIETY OF RYD**



# Moments













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City of Linköping