

From a Traffic corridor and wasteland to a lively city.

Urban planning in cooperation with Environment and Transport

MAY
18 – 21ST
ÖREBRO





PHOTO: ALEXANDER VON SYDOW

Welcome to Örebro and the UBC Conference 2014

Örebro is one of Sweden's fastest growing cities. The interest in building and initiating new projects is higher than ever before and this is putting a lot of pressure on us to enable possibilities for such endeavours.

Örebro has an amazing city centre with a castle surrounded by water at the core of the city. Here you will find a vibrant city life, beautiful buildings and a park which has been named the most beautiful park in the country. However, when one arrives in the city by train or by car one is greeted by something entirely different.

We have decided to transform the central passage along the railroad. It is about giving the city a new face but at the same time keeping all functions intact. How can we make this happen? Please come to Örebro and help us with our challenges!

Staffan Isling, Chief Executive Officer, Örebro Municipality

"From traffic corridor and waste land to lively city"

The first greeting one receives when arriving in Örebro by train or by car does not reflect what Örebro is today. The central passage along the railroad is partly an ugly and unattractive environment. The grounds are poorly used and many experience the area as solely a barrier. Along the passage is the city's travel centre which contains one smaller station and industrial areas on either side. Parallel to the railroad is Östra Bangatan which is one of the city's busiest streets.

We now want to redevelop the central passage along the railroad to reflect what Örebro is today. The developing area is 4 km long and stretches throughout the entire city centre and beyond the two industrial areas.

It is about giving the city a brand new face, to find good use of poorly exploited grounds and combine the city's east and west side. We want to keep all existing functions of today and at the same time add new functions. We hope to create new possibilities for walking and cycling along the entire passage.

We want to see a greener, more active environment. We want to integrate new energy sufficient technology in the new buildings and places. The industrial areas need to be converted so they can be experienced as attractive entrances from both the north and the south. In the middle of all this is a travel centre that will be converted to manage a heavily increased work commute by both train and bus within the Örebro region.



PHOTO: SUSANNE FLINK

This is Örebro

Örebro lies in the centre of Sweden and with its population of about 140,000 makes it the seventh largest city in the country. The city will celebrate its 750 year anniversary in 2015. Among the residents are immigrants from around 150 different countries.

With its closeness to Stockholm (200 km), Gothenburg and Oslo (both 300 km) it is a natural logistical centre of Scandinavia. Its attractive position makes Örebro a multifaceted business region and an ideal place for conferences and trade fairs. The infrastructure is good with a Travel Centre for trains and buses as well as Örebro Airport.

Örebro is the City of Cycling in Sweden. Cycling in Örebro is easy. There are a lot of cycle lanes and in several places it is possible to hire a low cost municipal bike.

Örebro offers many interesting tourist attractions, the most famous being the castle, which dates back to the 13th century. Örebro has a rich cultural life with the County Theatre, the

Swedish Chamber Orchestra which performs at the Concert Hall, museums and galleries. We offer you a wide range of sporting and leisure activities in the town, in the mountains and by Lake Hjälmaren – the fourth largest lake in Sweden.

The municipal services meet the needs of the citizens, such as education, care facilities for all ages and for disabled, immigration services and free advice in many areas, for instance consumer advice. 60 compulsory schools, seven upper secondary schools with different profiles and a university, make it easy to obtain high quality education. Furthermore Örebro is a centre of knowledge relating to communication disabilities, having schools for the deaf and hearing impaired.

The university, with its diversity of courses attracts students from all over Sweden and receives exchange students from different countries. Örebro University Hospital (USÖ) is one of the major specialist hospitals in Sweden.

The railroad area in Örebro

– The workshop areas

The workshop is based on four geographic areas. The assignment for each area is to plan for a new built-up area and new lanes

- 1. Aspholmen, the urban development of an area.**
When it was first built it was located at the outskirts of the city but has now become a centrally located area. Today it consists of industries with accompanying activities, tomorrow it might also be a place for office buildings, a regional depot, living spaces and more?
- 2. The passage between Södra station and Aspholmen.**
Today it is lacking connections, tomorrow it might contain walking and cycling routes and prioritised busses in an exciting urban environment? How can we connect the two city districts with its transport lanes that are located on both sides of the railroad?
- 3. The passage from Resacentrum (the city travel centre)**
To Svampen and Holmen. Today it lacks connections, tomorrow it might contain walking and cycling routes and prioritised busses in an exciting urban environment? How can we connect the two city districts with its transport lanes located on both sides of the railroad?
- 4. Svampen and Holmen. Urban development of an area.**
Today a cargo terminal, industries with accompanying activities, which is anything but desirable so close to the city centre. Tomorrow perhaps a place for offices, living spaces, and what else?

The topic for the workshop

The development of the areas highlighted in the workshops is crucial for how Örebro will be experienced in the future when entering the city.

It's about giving the central "spine" of the city a new face and to use land in a more efficient way. How can the area along the traffic corridor develop in order to represent the rest of the city and tell you about the qualities the city can offer.

How can the industrial areas in the South and the North become more integrated parts of the city and more tightly connected to the city centre? How can they act as attractive entries to the city? How can they transform into more urban areas and which functions will they have in the future?

How can these areas be linked together and become attractive parts of the city? How can new connections for pedestrians and bicyclists be created in order to connect the West and East part of the city and to enhance the possibilities to move from South to North?

How can the process begin? Which first steps could be taken in the different areas?

Description of the railroad area in Örebro

Today, as in many other cities, the railroad runs straight through the city. It provides us the opportunity to commute, travel and transport goods. When the railroad was built it was located on the outskirts of the city with large spaces connected to the railroad in close proximity. 150 years later and the railroad is now surrounded by settlements but much of the grounds closest to the railroad are not being used. Car traffic has been given a large space along the passage at the same time as many people have errands within the city and gives it a pulse.

The railroad area consists of valuable grounds due to its central location in the city and closeness to a range of important activities connected to the tracks. The intermodal terminal is located barely one kilometer (0,6 miles) north of the travel centre and can be seen as too centrally located.

One half of Örebro's population lives on the west side of the railroad and the other half on the east side. Örebro is divided by the railroad, which has led to the existence of two spatial cores broken by the railroad's barrier effect. The passage along the railroad has the potential to develop with new buildings and new urban environments.

Örebro, as a central city, can recruit workforce from the greater Örebro region. Faster public transport enables daily commute. The travel centre of the future should contain many functions, functions for both travelling and the city life.

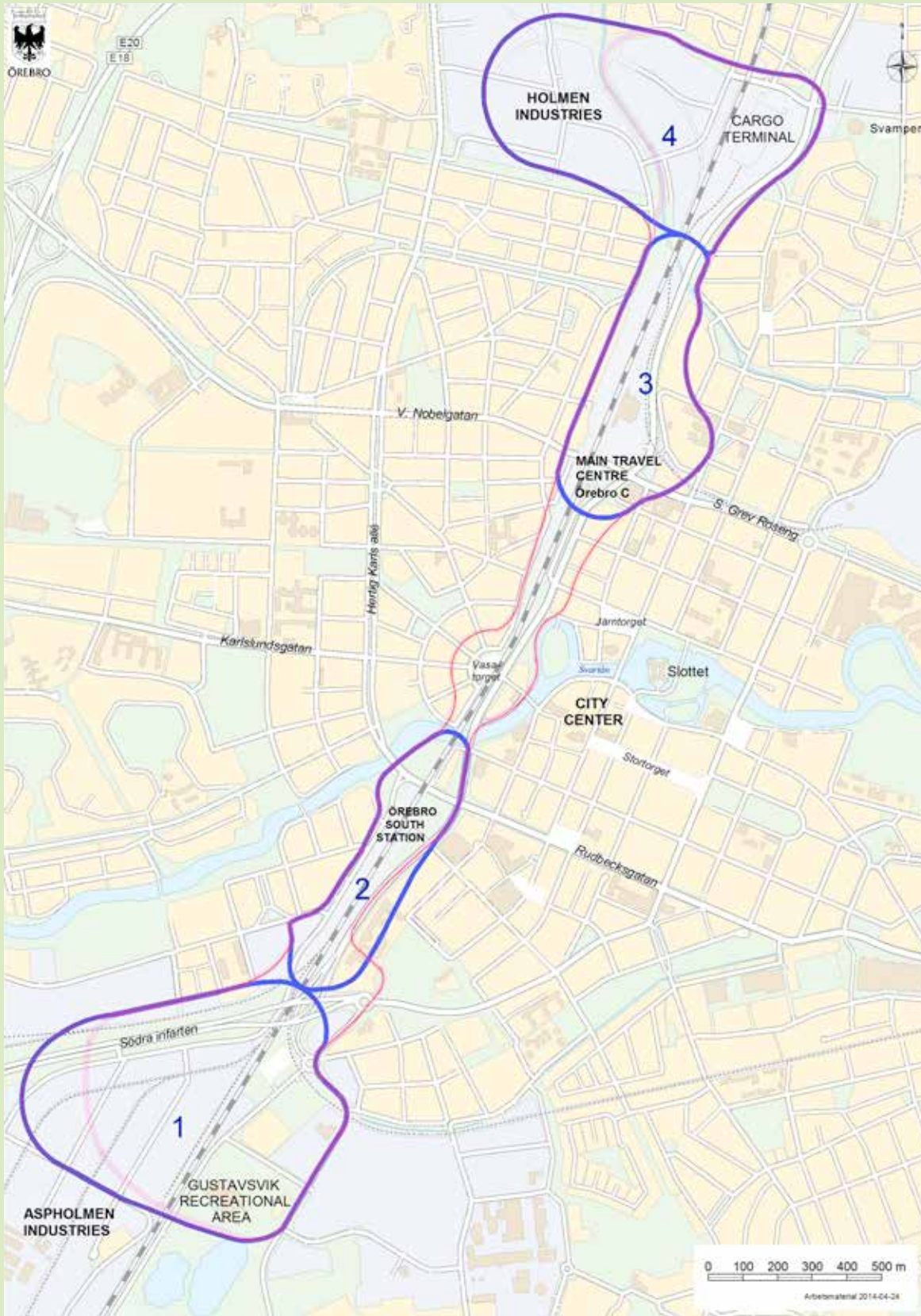
The area is strongly dominated by transport infrastructure – apart from the railroad there is Östra Bangatan which is a heavily trafficked main street that runs along the railroad. The railroad area also contains activities connected to the tracks and living spaces and is in close distance to the Örebro city centre, which also contains a large range of city shopping and social services.

Different valuable city environments are located on each side of the railroad. For example, two main squares on the east side as well as two on the west side. The most important public functions are located on the east side, e.g. the main part of the city shopping, the hospital, the police station and the city library. The West side is mainly made up by living spaces.

PHOTO: SUSANNE FLINK



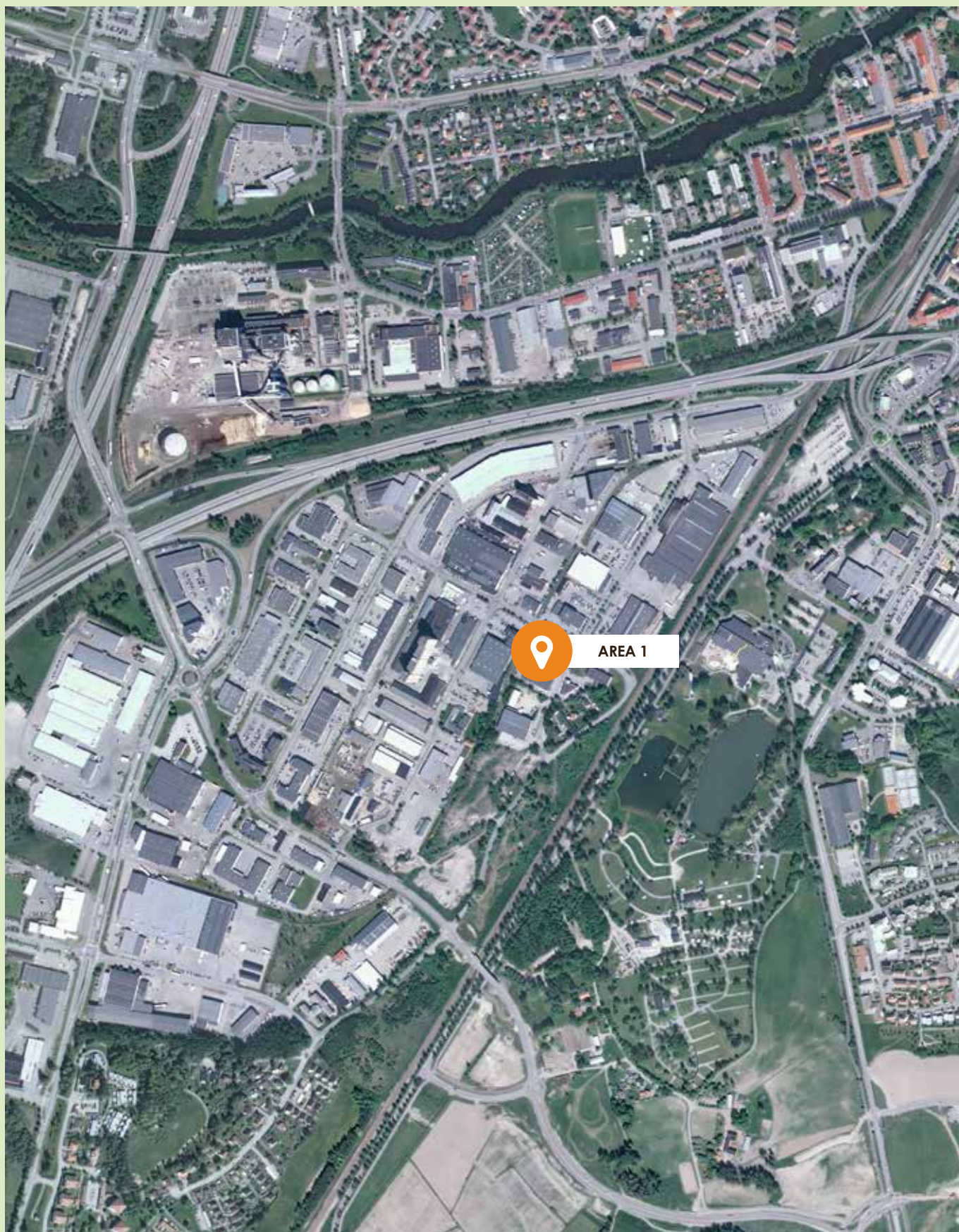
Workshop Area



Facts

The workshop area includes the region along the railroad and Östra Bangatan between the recreational area Gustavsvik and the water tower Svampen. It also includes parts of the Gustavsvik area, Aspölsby, the traffic apparatus/ the traffic situation surrounding Södra infarten (the south entrance), the area by the current cargo terminal by Svampen, and area of activity at Holmen all the way to Lillån. The urban planning area is barely 4 kilometers long (2,4 miles). It is about one kilometer (0,6 miles) between Södra station and Resecentrum (the travel centre)

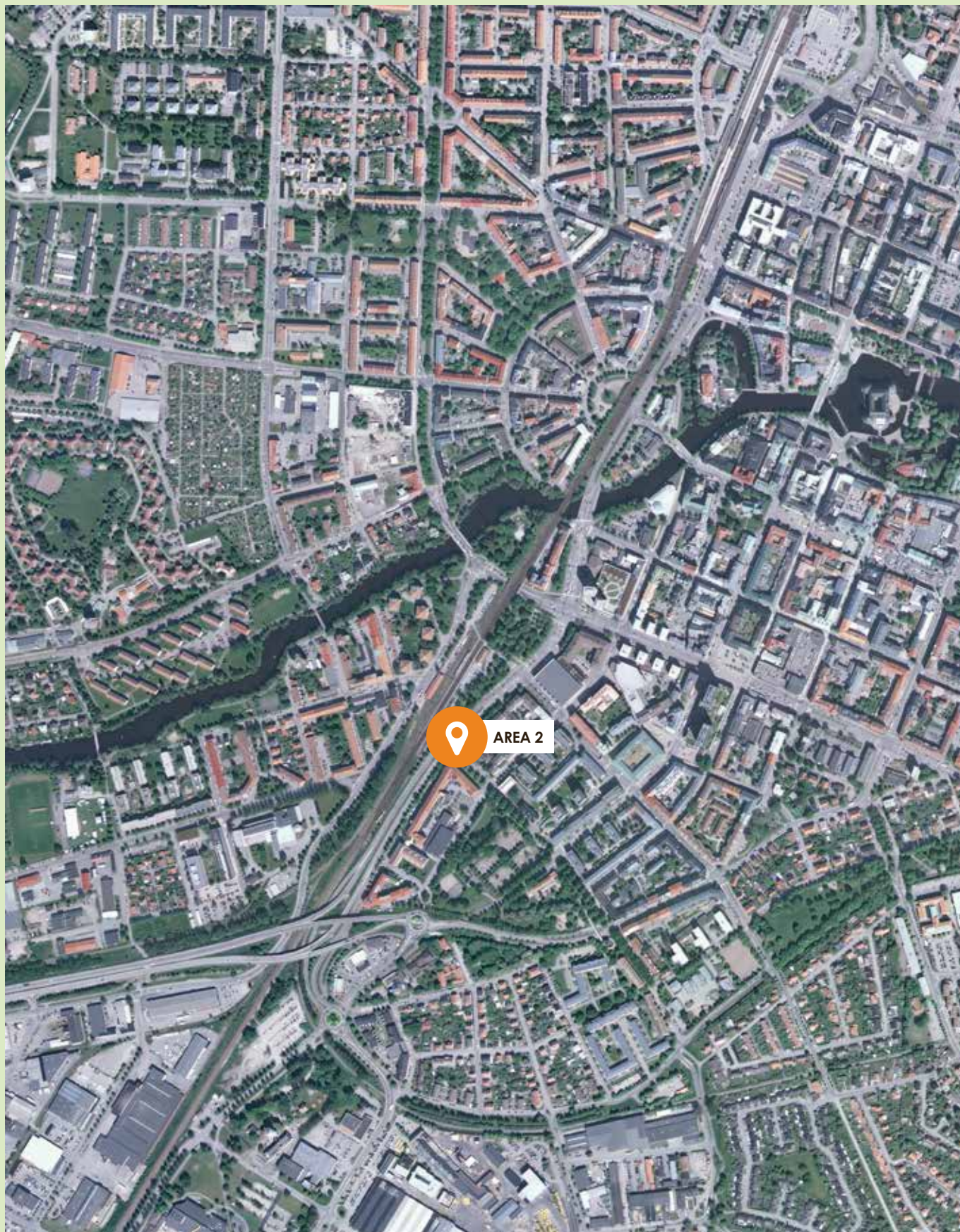
Workshop Area 1



Skala 1:10000

0 100 200 300m

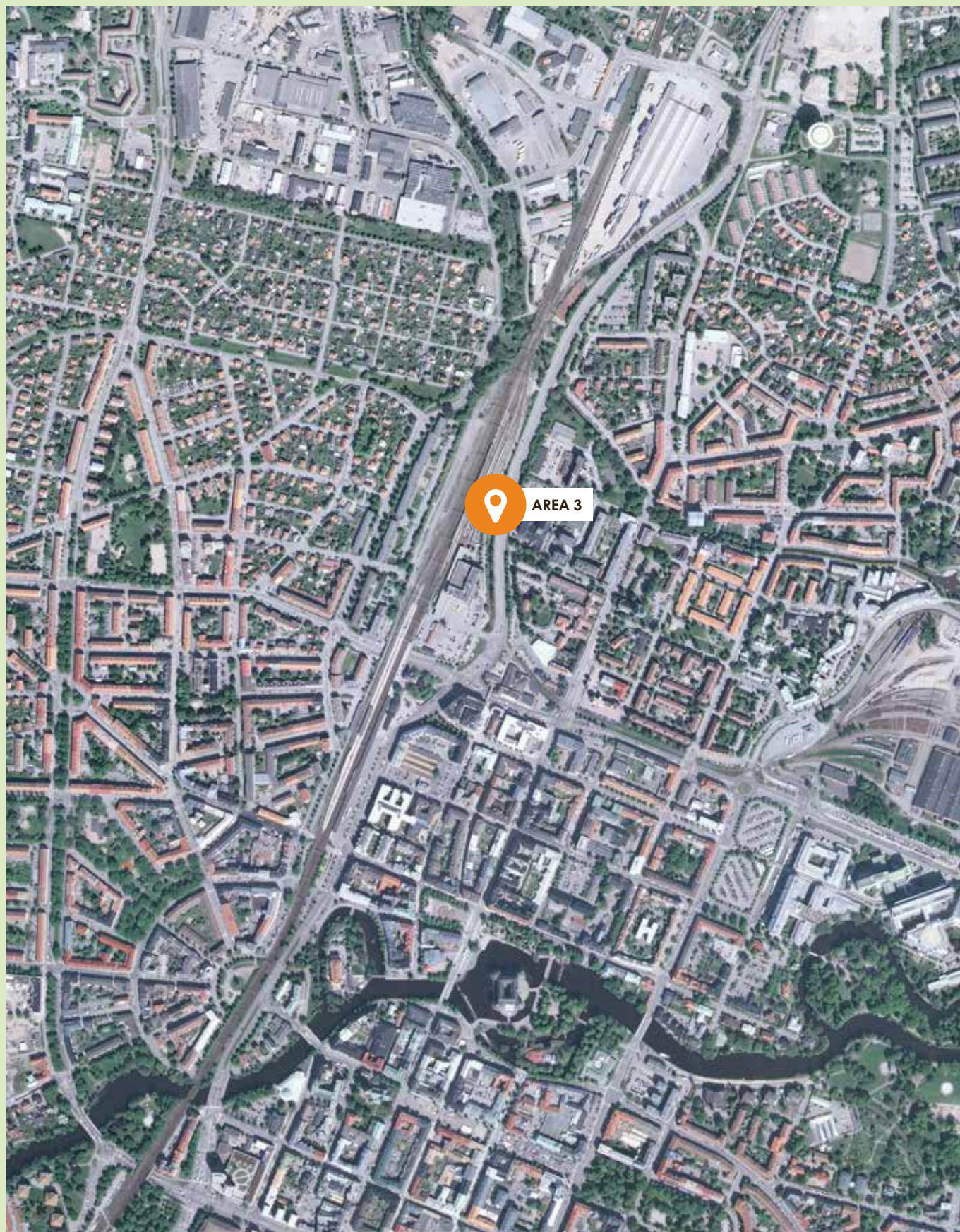
Workshop Area 2



Skala 1:10000

0 100 200 300m

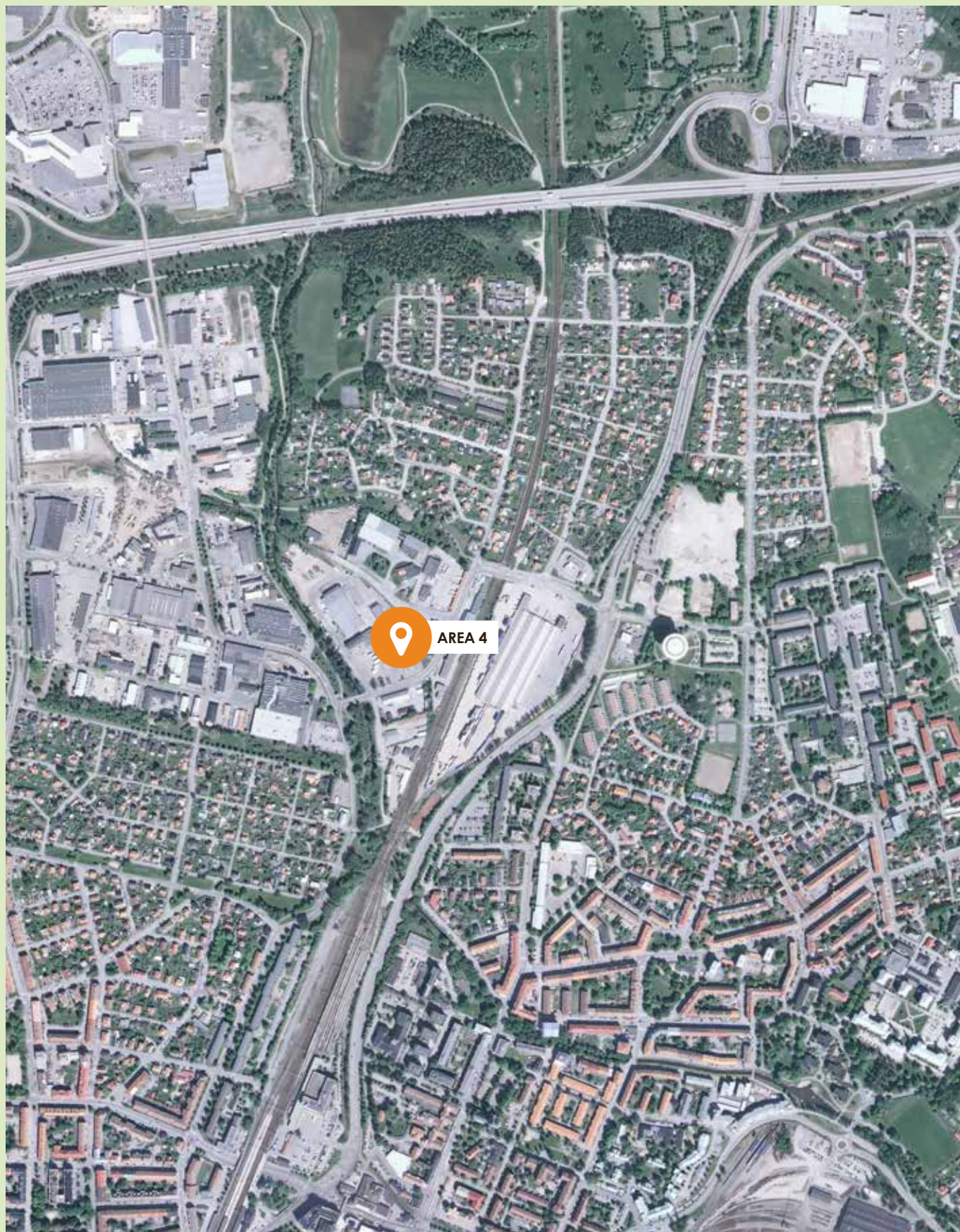
Workshop Area 3



Skala 1:10000

0 100 200 300m

Workshop Area 4



Skala 1:10000

0 100 200 300m

Who will speak?



CONNECTING ÖREBRO

Tobias Nordström

Planning Architect, Spacescape

Spacescape has recently been involved in two interesting urban planning and design projects in Örebro. The first project deals with the problems of spatial barriers and how to improve the spatial integration in the inner city of Örebro and make it more accessible for pedestrians and bicyclists.

The second project was a research and development project in close collaboration with the municipality for creating a bicyclist network based on the need of local bicyclists and local policies. In this presentation Tobias Nordström will also give a short introduction to the analytical theory and background that has influenced the projects.



PUBLIC TRANSPORTS AS AN INSTRUMENT

Fredrik Eliasson

Development Strategist Örebro County Council

Fredrik Eliasson works as a Strategist in developing Public Transports at the Örebro County Council. His presentation concerns the possibilities to use public transports as an instrument to integrate Örebro with its surroundings to a larger labour market. He will also address the need for coordination between city planning and public transport planning.



PLANNING FOR PEDESTRIANS

Charlotta Johansson

Lecturer, Luleå University

The goal is to introduce a systematic improvement of conditions for pedestrians' movements – so that more people can choose to travel by foot more often, and to be able to walk safely and secure all year round. Of interest are aspects that affects people's needs and preferences – both in terms of the choice to travel by foot, and also what aspects of the environment that attracts pedestrians, or is perceived as a problem when travelling by foot. A handbook in planning for pedestrians is presented, to inspire local authorities and provide guidelines for a pedestrian friendly planning.



TRANSFORMATIONS

Sofia Westerlund

Planning Architect, Nyréns

Mårten Setterblad

Landscape Architect, Nyréns

Sofia Westerlund and Mårten Setterblad have great experience from transforming industrial environments into urban mixed use areas including housing commerce and attractive open spaces. They will show how large scale buildings and spaces previously used for manufacturing, workshops and shipyards can accommodate new functions for urban life. They will also show how existing activities can interact with new urban areas, eg the "Slakthusområdet", Meat Packing in Stockholm, Sickla in Nacka and Munksjö in Jönköping. They will discuss acceptance for disorder normally not found in living environments. They will also discuss remains from previous activities and buildings perceived as attractive elements in new urban environments and other remains perceived as strange and even uncanny parts that one strives to eliminate.

Programme

SUNDAY – MAY 18TH

ARRIVAL DAY

Location: Örebro konsthall – Örebro Art Gallery, Olaigatan 17 B

TIME	EVENT
19.00	<p>Get together – A warm welcome to Örebro</p> <p>Anne Petterson (Moderator for the conference), Urban Planner, City Planning Department in Örebro and <i>Niels-Peter Mohr</i> Chairman on the Commission on Urban Planning, <i>Björn Grönholm</i> Head of Secretariat on the Commission on Environment and <i>Andrzej Bien</i> Chairman on the Commission on Transport.</p> <p>Host: <i>Lars O Molin</i> (Kd), Chair of the City Council of Örebro, Örebro Municipality.</p> <p>Presentation – Art exhibition, <i>Anna-Karin Wulgué</i> Gallerie Center of Örebro Municipality.</p> <p>Music by members of the Swedish Chamber Orchestra.</p> <p>Meal: Tapas</p>

MONDAY – MAY 19TH

THEORY DAY

Location: Kulturhuset Örebro – Culture Center Örebro, Järnvägsatan 8

TIME	EVENT
08.00-08.20	<p>Registration</p> <p>Coffee</p>
08.30-09.10	<p>Welcome to Örebro</p> <p><i>Staffan Isling</i>, Cheif Executive Officer, Örebro Municipality.</p> <p><i>Niels-Peter Mohr</i>, Chairman on the Commission on Urban Planning, <i>Björn Grönholm</i> Head of Secretariat on the Commission on Environment and <i>Andrzej Bien</i> Chairman on the Commission on Transport.</p> <p><i>Anne Pettesson</i>, (Moderator for the conference), Urban Planner City Planning Department, Örebro Minicipality.</p>
09.10-09.30	<p>“Örebro is growing like crazy”</p> <p>Quick overview of ongoing projects in Örebro</p> <p><i>Åsa Bellander</i>, Head of City Planning Department, Örebro Municipality.</p> <p><i>Ulrika Jansson</i>, Head of Planning Department, Örebro Municipality.</p> <p><i>Peder Hallkvist</i>, City Architect, City Planning Department, Örebro Municipality.</p>

09.30-10.00	<p>The workshop area</p> <p><i>Anna Kero</i>, Senior Traffic Engineer, City Planning Department, Örebro Municipality</p>
10.00-10.20	<p>Coffee Break</p>
10.20-11.00	<p>Connecting Örebro</p> <p><i>Tobias Nordström</i>, Planning Architect, Spacecape.</p>
11.15-12.15	<p>Guided bus tour in the workshop area</p> <p><i>Anna Kero</i>, Senior Traffic Engineer, City Planning Department, Örebro Municipality</p> <p><i>Peder Hallkvist</i>, City Architect, City Planning Department, Örebro Municipality.</p>
12.30-13.15	<p>Lunch at the South Water Tower, Gustavsviksvägen 7. (By bus)</p>
13.15-13.45	<p>Return to Kulturhuset Örebro – Culture Center Örebro, Järnvägsatan 8. (By bus)</p>
14.00-14.40	<p>Transformations</p> <p><i>Sofia Westerlund</i>, Planning Architect Nyréns and <i>Mårten Setterblad</i>, Landscape Architect, Nyréns.</p>
14.45-15.20	<p>Planning for pedestrians</p> <p><i>Charlotta Johansson</i>, Lecturer Luleå University.</p>
15.20-15.35	<p>Coffee break</p>
15.40-16.00	<p>Workshop – An introduction</p> <p><i>Erik Käll</i>, Landscapearchitect, City Planning Department, Örebro Municipality.</p> <p><i>Janet André</i>, Architect, City Planning Department, Örebro Municipality.</p> <p>Introduction of the workshop and work teams. The work teams will have time to present themselves to each other in the group.</p>
16.00-17.30	<p>Smart Cities Activities in Baltic Cities: Themes - Concept – Scenarios</p> <p><i>Hannes Astok</i>, Development Manager, Smart City Lab, Tartu, Estonia</p> <p><i>Björn Grönholm</i>, Head of Secretariat, UBC.</p>
End of the day	
18.30-23.00	<p>Guided tour by foot in the Nature reserve “Oset”</p> <p>By bus from Kulturhuset to Oset.</p> <p>Host: <i>Mats Rosenberg</i>, Municipality Biologist, City Planning Department.</p> <p>Dinner: Departure to Naturens Hus, Oljevägen 15. Casual outdoor clothing and walking shoes.</p>



TUESDAY – MAY 20TH
THEORY DAY / WORKSHOP

Location: Kulturhuset Örebro – Culture Center Örebro,
Järnvägsgatan 8

TIME	EVENT
08.00-09.00	UBC News and Information Facilitated by <i>Björn Grönholm</i> , Head of Secretariat on the Commission on Environment.
09.00-09.30	Material and the methods – Kick off for workshop <i>Erik Käll</i> , Landscape Architect, City Planning Department, Örebro Municipality. <i>Janet André</i> , Architect, City Planning Department, Örebro Municipality.
09.30-12.00	Workshop – working in teams (Coffee break included)
12.15-13.15	Lunch At City Conference Center, Klostergatan 23.
13.45-14.15	“Public transports as an instrument to integrate Örebro with it’s surroundings to a larger labour market” <i>Fredrik Eliasson</i> – Senior Planner Public Transport and Development, Örebro County Council.
14.15-16.45	The workshop continues (Coffee break included)
16.45-17.00	Summary of the day <i>Anne Pettersson</i> , (Moderator for the conference), Urban Planner, City Planning Department, Örebro Municipality.
18.30-19.30	Guided city walk Beginning from Järntorget, ca 1,5 km.
19.30-22.30	Official dinner At Stora Hotellet Verandan, Drottninggatan 1. Host: <i>Åsa Bellander</i> , Head of City Planning Department, Örebro Municipality.

WEDNESDAY – MAY 21ST
PRESENTATION DAY

Location: Kulturhuset Örebro – Culture Center Örebro,
Järnvägsgatan 8

TIME	EVENT
08.00-09.00	Team work – finishing up before presentations
09.00-11.30	Presentation, discussions and questions Participants from the teams – including political and local participants in the audience. (Coffee break included)
11.30-12.00	Conclusions and summary <i>Björn Sundin</i> , (S) Councillor, Örebro Municipality. <i>Anna Kero</i> , Senior Traffic Engineer, City Planning Department, Örebro Municipality <i>Peder Hallkvist</i> , City Architect, City Planning Department, Örebro Municipality. <i>Anne Pettersson</i> , (Moderator for the conference), Urban Planner City Planning Department, Örebro Municipality. <i>Niels-Peter Mohr</i> Chairman on the Commission on Urban Planning. <i>Björn Grönholm</i> Head of Secretariat on the Commission on Environment. <i>Andrzej Bien</i> Chairman on the Commission on Transport. Presentation of the coming seminars in Riga – a joint seminar between Urban Planning Commission and Environment Commission.
12.00-13.00	Lunch At Kulturhuset Örebro – Culture Center Örebro, Järnvägsgatan 8.
13.00	Departure – have a safe journey home

PHOTO: SUSANNE FLINK



Practical information

Registration

To register for the meeting and to reserve accommodation, please register using the online form at:
www.webropolsurveys.com/S/B64CD5EFB1212D90.par

Please note that we have at maximum number of 60 participants for the seminar.

Seminar location

The seminar will be held at Kulturhuset Örebro - Culture Center Örebro, Järnväggsgatan 8, in the north of city center.

If you want to know more about Örebro please visit our website:
www.orebro.se

Venues and locations

The Get-together evening will take place at the Örebro konsthall – Örebro Art Gallery, Olaigatan 17 B.

The seminar will be held at Kulturhuset Örebro – Culture Center Örebro, Järnväggsgatan 8.



🏠 Accommodation

The participants are responsible for booking their own accommodation for the duration of the seminar. We recommend staying at the following hotels:

In order to get a reduced price – deadline is April 15th .

Living' – Hotel and Bed & breakfast

Järnväggsgatan 22
SE-703 62 Örebro
Tfn +46 (0) 19 31 02 40
Fax +46 (0) 19 31 02 56
info@living.se
www.living.se

Please note the booking number: 60896

At the hotel

Single room SEK 795 Double room SEK 945

Please note the booking number: 60896

At the Bed and breakfast

Single room SEK 695 Double room SEK 895

First Hotel Örebro

Storgatan 24
SE-703 61 ÖREBRO
Tfn: +46 (0)19 611 73 00
Fax: +46 (0)19 10 39 05
Info@hotellorebro.se
www.hotellorebro.se

Please note the booking code: UBC international seminar
May 18-21

Single room – SEK 995 Double room – SEK 1195

Hotell Storgården

Fredsgatan 11
SE-703 62 Örebro
Tfn: +46 (0) 19-12 02 00
Fax: +46 (0) 19-12 02 55
info@hotellstorgarden.se
www.hotellstorgarden.se

Please note the booking code: 1405

Single room – SEK 595 Double room – SEK 850

🍴 Breakfast

Breakfast is included in your hotel booking.

🍴 Meals

All meals for the participants are included during seminar hours.

☂ Weather and wear

The Swedish weather is normally dry and relatively warm in May, around 10-15 degrees in average. But please check the weather forecast before leaving.



✈ Transportation

Any questions – please contact:

Resia (Travel agency) + 46 19 16 71 80

By air

Gdansk 18/5 06.15 (06:15 am) via CPH arrival ARN 09.20 (09:20 am) return 21/5 15.10 (3:10 pm) via cph arrival 18.05 (6:05 pm).

Riga 18/5 09.15 (09:15 am) direct arrival ARN 09.30 (09:30 am) return 21/5 15.10 (3:10 pm) arrival 17.25 (5:25 pm).

Tallin 18/5 10.25 (10:25 am) direct arrival ARN 10.25 (10:25 am) return 21/5 14.55 (2:55 pm) arrival 16.35 (4:35 pm).

Helsingfors 18/5 10.05 (10:05 am) direct arrival ARN 10.05 (10:05 am) return 21/5 15.05 (3:05 pm) arrival 17.00 (5:00 pm).

Åbo 18/5 07.25 (07:25 am) via Riga arrival 09.30 (09:30 am) return 21/5 14.50 (2:50 pm) arrival 16.35 (4:35 pm) direct.

By boat

17/5 from **Gdansk/Gdynia** 18.00 (06:00 pm) arrival Nynäshamn 13.00 (1:00 pm) return den 21/5 from Nynäshamn 18.00 (6:00 pm) arrival Gdansk/Gdynia 13.00 (1:00 pm) Rederi POLFERRIES.

17/5 from **Riga** 17.30 (5:30 pm) arrival Stockholm 10.30 (10:30 am) (frihamnen) return den 21/5 from Stockholm 17.00 (5:00 pm) arrival Riga 11.00 (11:00 am) Rederi Tallink, connecting by bus to Örebro.

17/5 from **Tallin** 18.00 (6:00 pm) arrival Stockholm 10.00 (10:00 am) (frihamnen).

21/5 from **Stockholm** 17.45 (5:45 pm) arrival Tallin 10.00 (10:00 am) Rederi Tallink, connecting by bus.

17/5 from **Helsingfors** 17.00 (5:00 pm) arrival Stockholm 09.30 (09:30 am) (värtahamnen) 21/5 from Stockholm 17.00 (5:00 pm) arrival Helsingfors 10.30 (10:30 am) rederi SiljaLine/vikingline, connecting by bus.

17/5 from **Åbo** 20.15 (8:15 pm) arrival Stockholm 06.10 (06:10 am) (värtahamnen) 21/5 from Stockholm 19.30 (7:30 pm) arrival Åbo 07.00 (07:00 am) rederi SiljaLine/vikingline connecting by bus to Örebro but with waiting times, sam run with Helsingfors.



PHOTO: SUSANNE FLINK

Welcome.

We look forward to see you in Örebro



ANY QUESTIONS – PLEASE CONTACT

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