

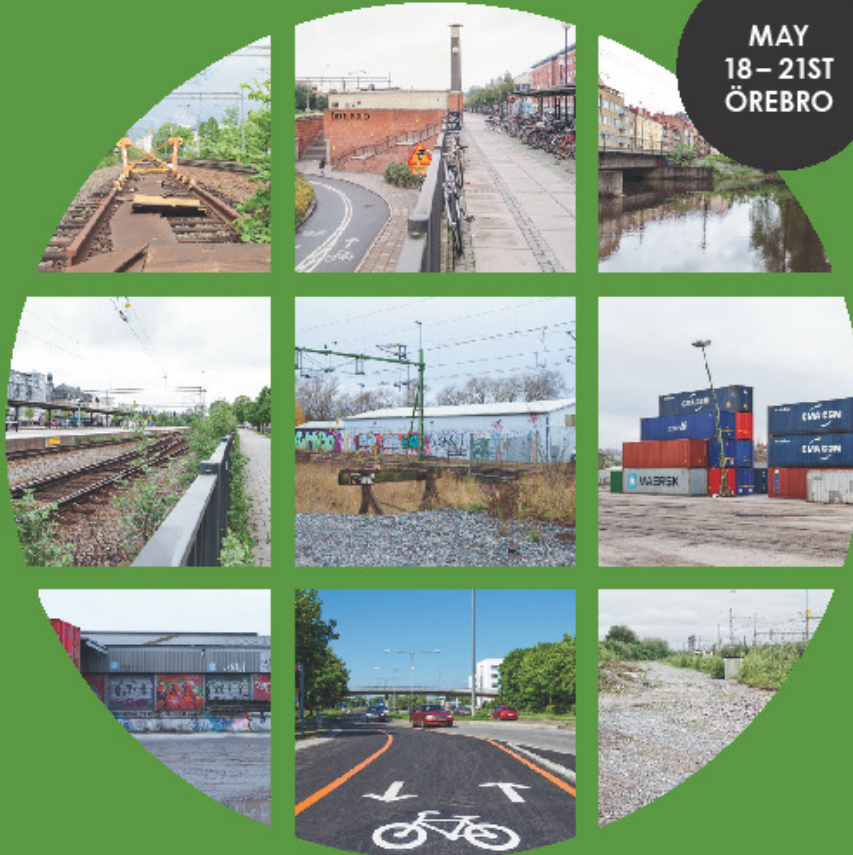


Report from the seminar

From a Traffic corridor and wasteland to a lively city.

Urban planning in cooperation with Environment and Transport

MAY
18 – 21ST
ÖREBRO



orebro.se



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1. Introduction

Örebro is a city that shares the same challenges as many other member cities of the Commission on Urban Planning. We have barriers that separate our cities in different parts, both physically and mentally. The theme of the seminar in Örebro was about developing the central part of the city from a traffic corridor and wasteland to a lively city. It is about giving the central “spine” of the city a new face and to use land in a more efficient way. The question discussed was how the area along the traffic corridor can develop in order to represent the rest of the city and tell you about qualities the city can offer.

The seminar was the 29th seminar in the history of Commission on Urban Planning and it was a joint seminar with the Commission on Environment and Transport. The main focus of the seminar was the workshop. But we also had some lectures connected to the theme held by traffic planners and architects from Sweden. During the seminar the participants were also introduced to the Smart Cities concept.

In the seminar 35 participants from the commissions, 5 speakers and 19 persons from Örebro Municipality took part. 9 countries in the Baltic Sea Region were represented. The workshops were organized in 4 workshop groups in 4 different areas.

At the end of the seminar there was a presentation of the workshop results for the participants, local politicians, senior officials and media. This is well coordinated with the goals of the Commission on Urban Planning for 2014-2015 to initiate dialogue between city residents, private and public sector and create a better sustainable quality of life.

It is very useful for the professionals working in a city to meet and share knowledge with other professionals from Europe. It gives a new perspective on your city and what the strengths, weaknesses and opportunities are for the city. For example in the case of Örebro we realized that we actually should be more proud of our strengths and that we have a challenge in the rail freight transport.

The result of the seminar will be presented in this report. The outcome of the workshop has for the Municipality of Örebro, resulted in new ideas and given the urban planning and the City Planning department a higher status. The result will be integrated in the process of the Detailed Comprehensive Plan for the areas.

We are very grateful for all the UBC members taking part in Örebro!

Opening the seminar - Introduction speakers



Staffan Isling, Chief Executive Officer, Örebro Municipality



Asa Bellander, Head of City Planning Department, Örebro Municipality



Anna Kero, Senior Traffic Engineer, City Planning Department, Örebro Municipality



Peder Hallkvist, City Architect, City Planning Department, Örebro Municipality



Andrzej Bien, Chairman of the Commission on Transport, Björn Grönholm Chairman of the Commission on Environment, Niels-Peter Mohr, Chairman of the Commission on Urban Planning and Anne Pettersson, Moderator for the conference and member of the Commission on urban Planning.

The seminar was held at “Kulturhuset” former “Peoples house”, in the City centre.



2. 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?

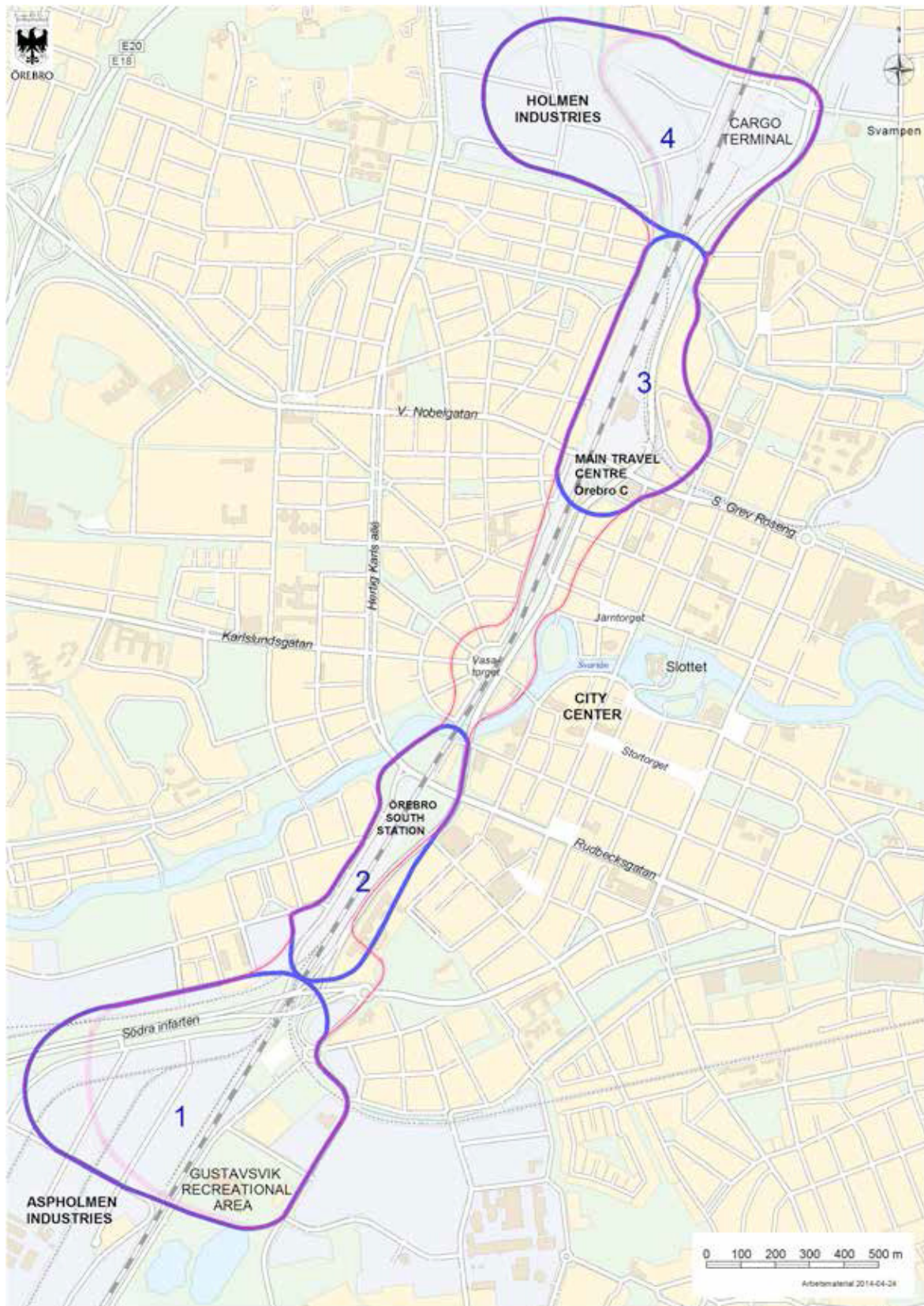
3. Description of the railroad area in Örebro

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, 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.

The workshop areas



4. Group 1

The assignment for 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?

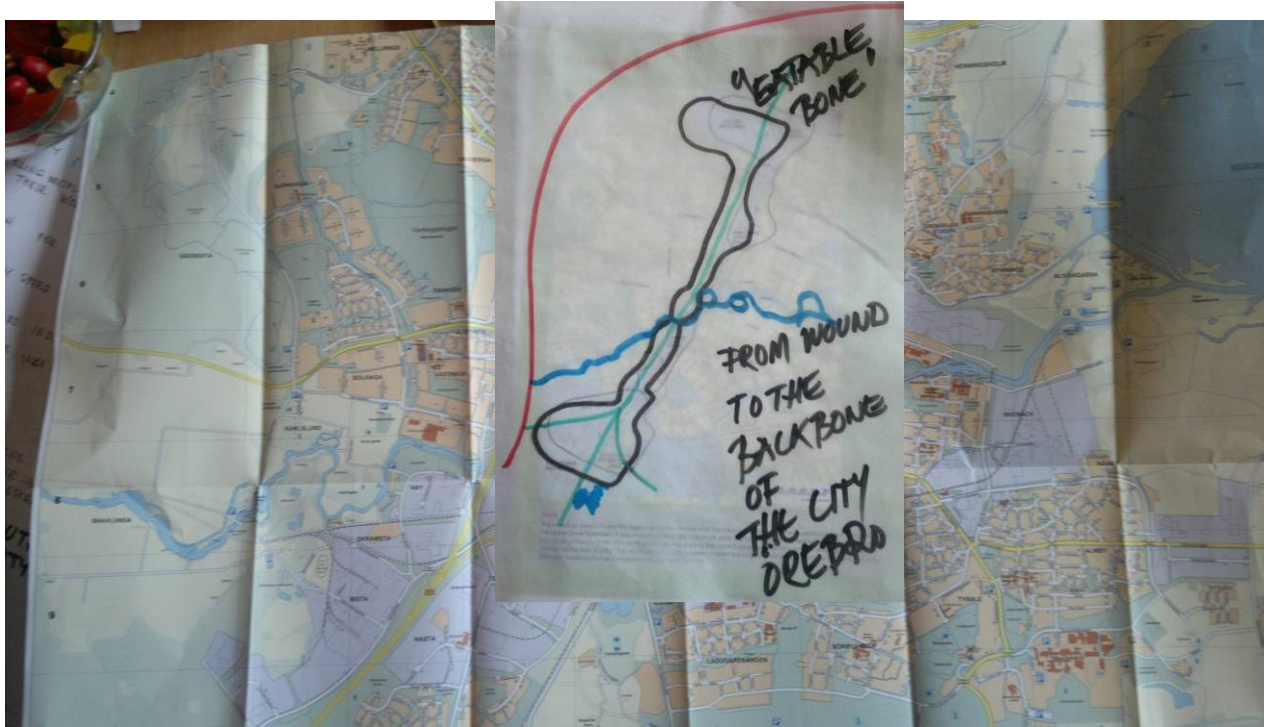


- Wiliam Barbosa
- Rasa Budryte
- Dace Liepniece
- Eija Muttonen-Mattila
- Per-Arne Nilsson
- Niels-Peter Mohr

ASPHOLMEN – THE NEW ÖR-BANISM

Mega scale

- Move the 90 daily freight trains to a new corridor outside Örebro
- Use this capacity to improve local traffic – tram train, bicycles, pedestrians, crossing possibilities etc.



SWOT-ANALYSIS:

Strengths

- Well functioning businesses - nicely rough
- Well functioning recreational area
- Lots of building possibilities
- Close to center
- Good for the diversity of work spaces in the city as a whole

Weakness's

- Bad connections to the rest of the world
- "Bad spaghetti"
- Great potentials for architectural improvements
- Scrap-area – doesn't fit in the group



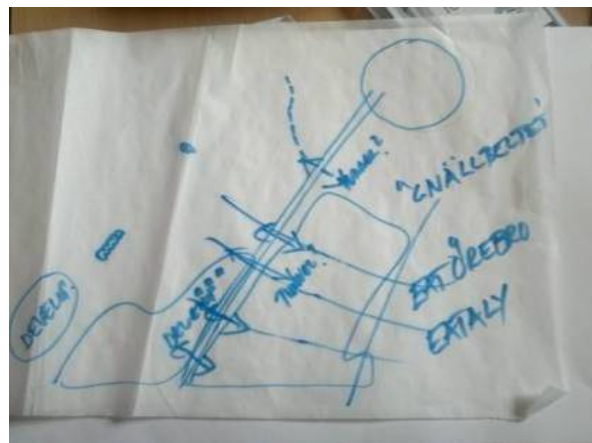
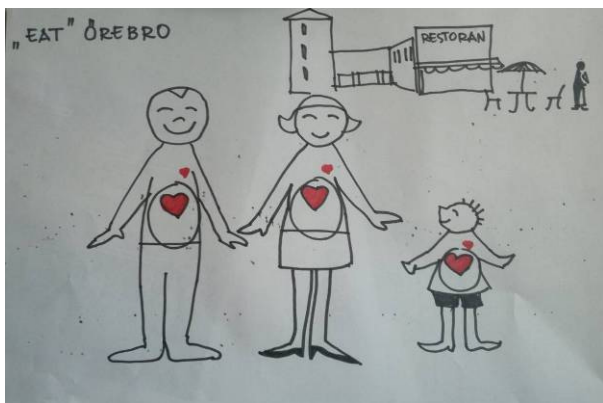
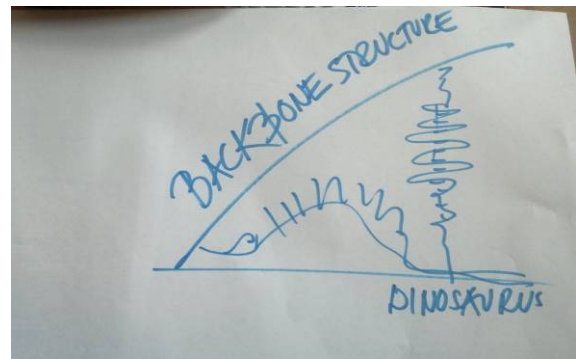
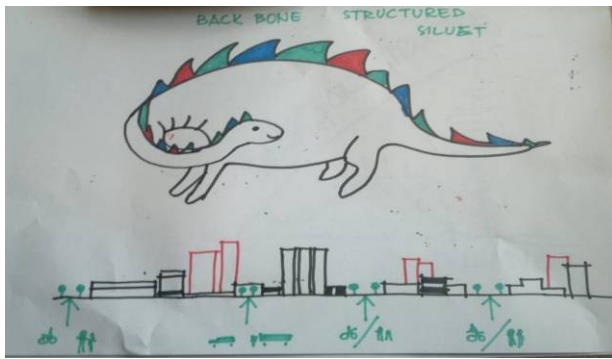
SWOT-ANALYSIS:

Opportunities

- Green and zero-energy- profile
- Restoration of old infrastructure
- Self-financing
- Increasing interacting between different areas and participants
- Possibilities for new business's and urban adventures

Threats

- No threats (this is Sweden)



Suggestions

Suggestions

- Old tracks can be green corridors and green veins
- Building possibilities at the scrap-plot and along the main rail road
- Use the silo-building for youth, art, young entrepreneurs', "eat Örebro" etc.
- Urbanize the arrival area from the motorway
- Back-bone – give possibilities to the owners to develop
- Build a two storey roundabout for all traffic modes
- Place iconic art in the middle
- Provide a super green bicycle road from the silos to the center



5. Group 2

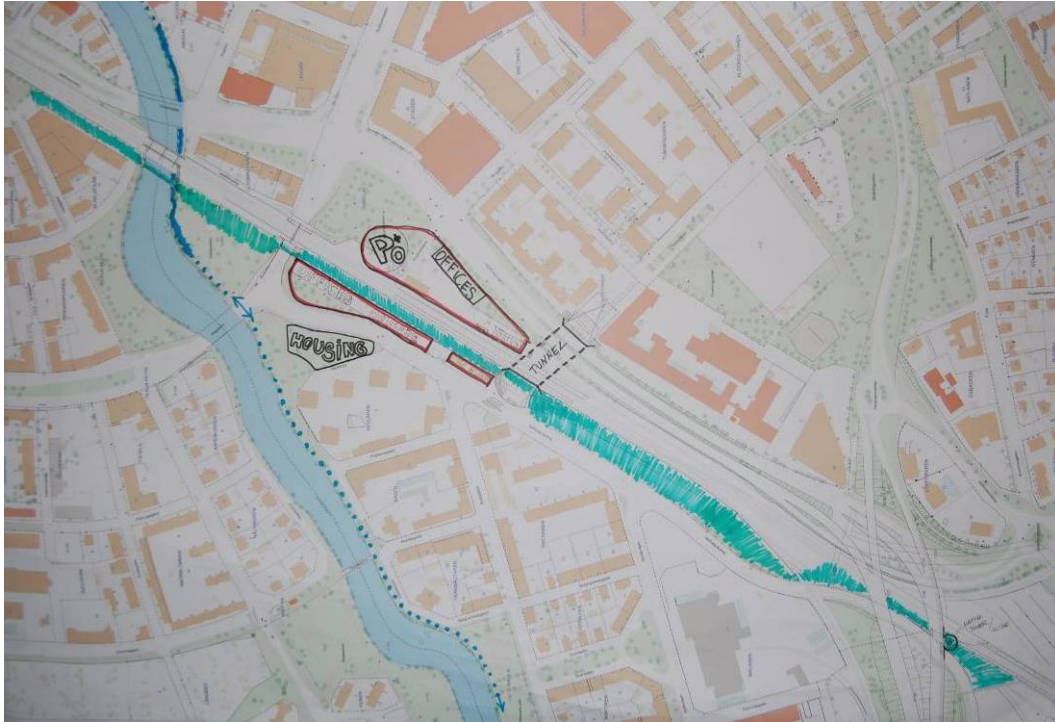
The assignment for the passage between Södra station and Aspholmen.

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?



- Inta Adamsone
- Isak Brändström
- Solvita Lurina
- Johnny Olofsson
- Elina Petersone
- Heidi Pinto
- Jaroslaw Wincek
- Sascha Benes

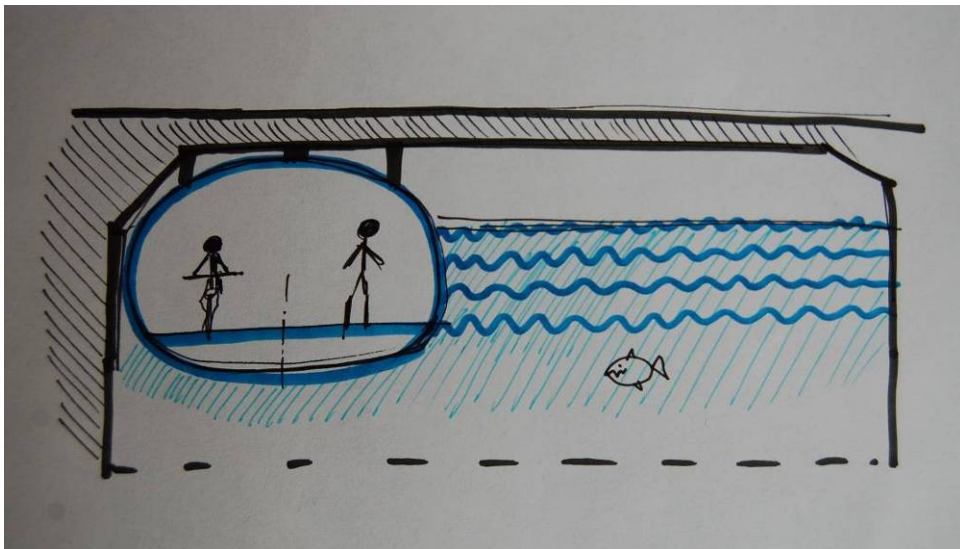
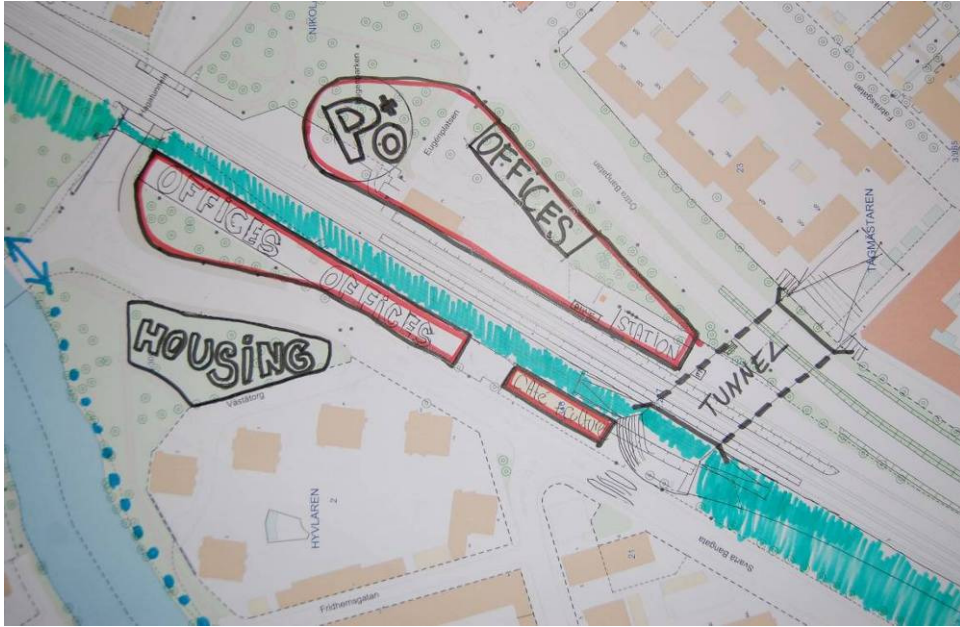
Connection the city threw the green and blue areas and create special effects to get past the obstacles. Walk on water or watch Tower slide are two new attractions to get a round in a relaxed way.



4 pillars

- Green and Blue corridor
- Linking East and West
- Investment Area
- Citizen participation







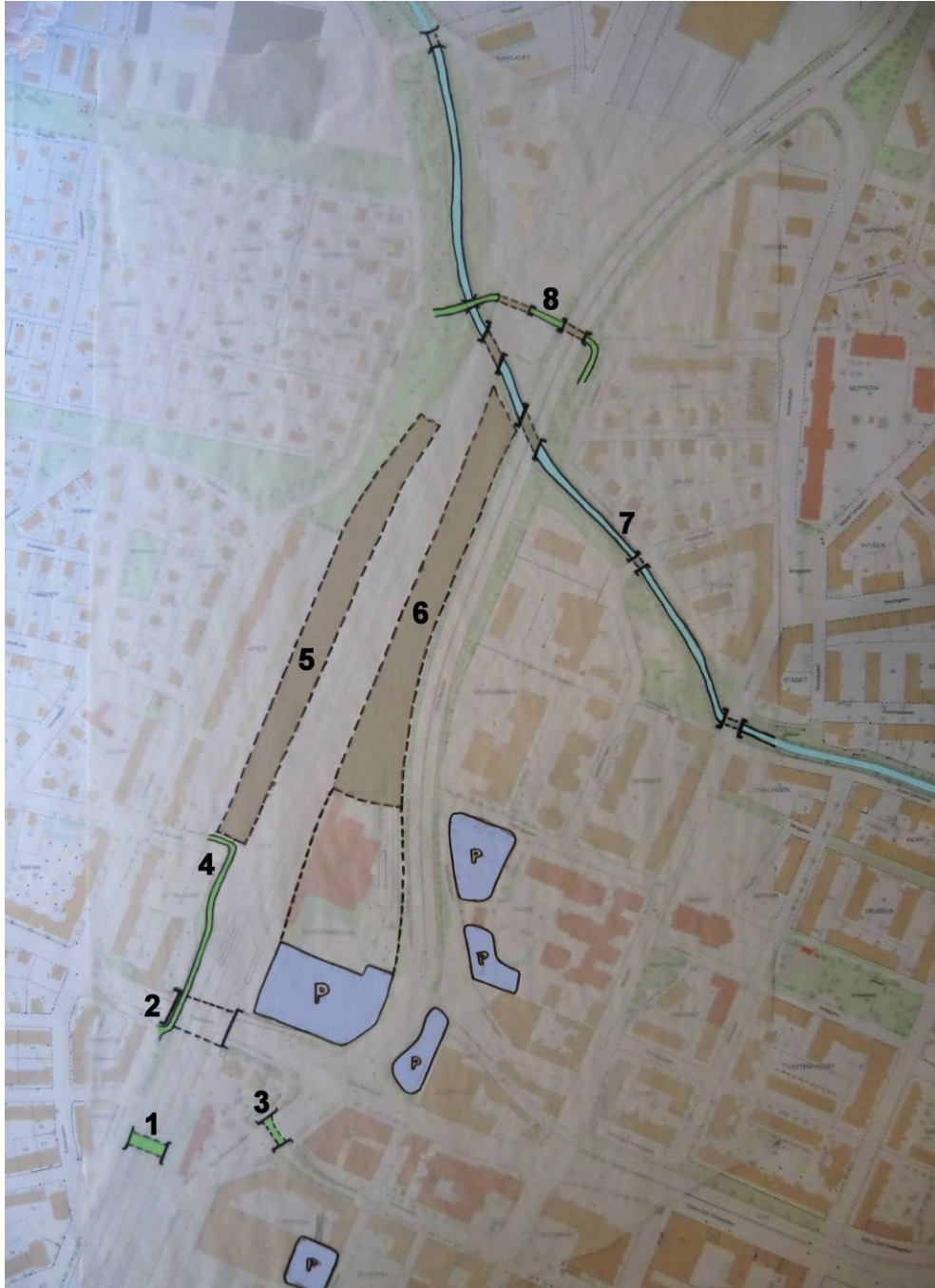
6. Group 3

The assignment for passage from Resecentrum (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?



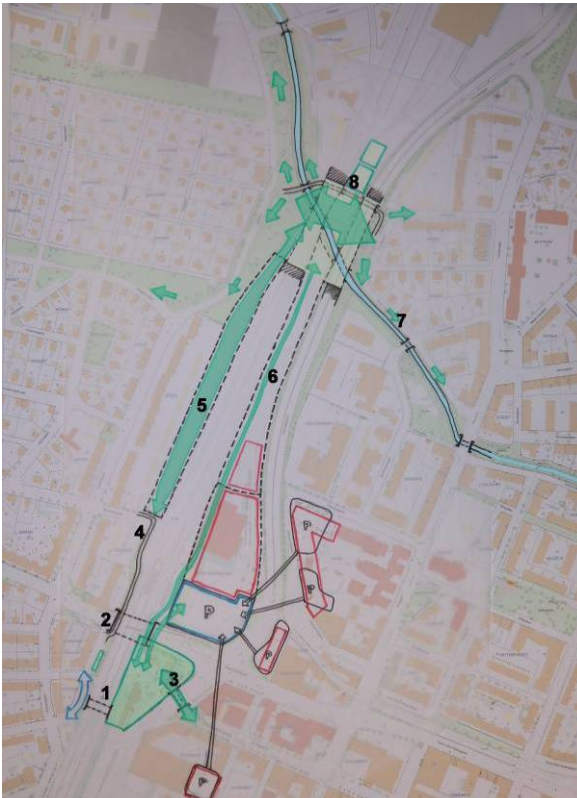
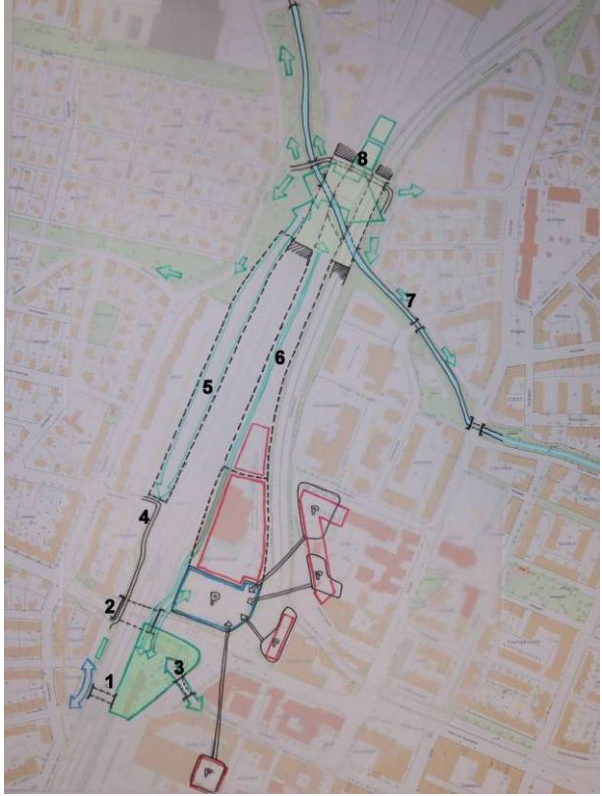
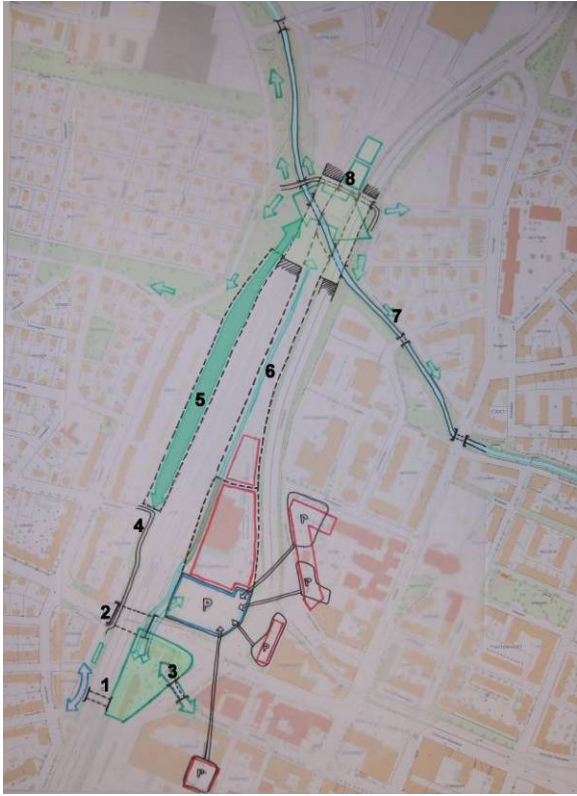
- Andreas Forsgren
- Björn Grönholm
- Maciej Jendryczka
- Lauma Lídaka
- Tomas Strömberg
- Peeter Tambu
- Andres Toode
- Szymon Wiergowski



Working process

By analysing area and making an valuation of the level of connections in the area, the group started out by walking throu the area's .

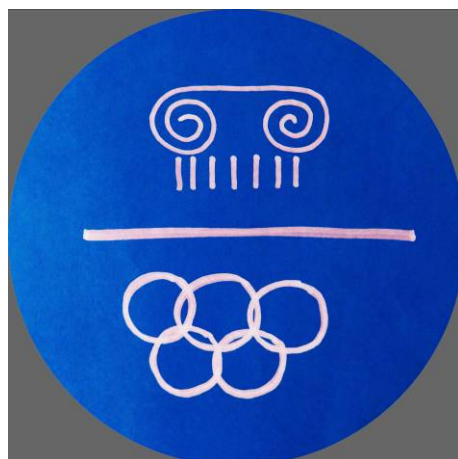
Quickly the area at Lillån was found to be a place full of suprices. And hidden tennis court was the inspiration to not make an tunnel but an new bridge for the railway over the river an getting light, air and people in to this new space. And connecting the functions to each other and the city.





Conclusions:

1. The creek
2. The green lines
3. The parking



New mixe use signs for the new created space.

7. Group 4

The assignment for 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?



- Andrzej Bién
- Aulikki Graf
- Zaiga Jekabsone
- Terhi Luukkainen
- Carsten Nielsen
- Eva Widergren

Working process

- Step one: Own experiences and examples of similar cases
- Step two: Starting points and getting to know the area
- Step three: SWOT analysis of the area
- Step four: Setting the goal
- Step five: Carrying out different structures
- Step six: To be continued...
-

Step 1: Own experiences and examples of similar cases

- transformation areas: city airport-surroundings, former shipyards and industrial areas
- challenges: noise, emissions, dangerous goods, accessibility

Step 2: Starting points and getting to know the area.



Step 3: SWOT analysis of the area



Strengths and Weaknesses

- **Strengths:** close to center, accessibility to existing traffic, no heritage, reusable buildings
- **Weaknesses:** railway barrier, noise and pollution, poor safety, poor use, possibly polluted soil

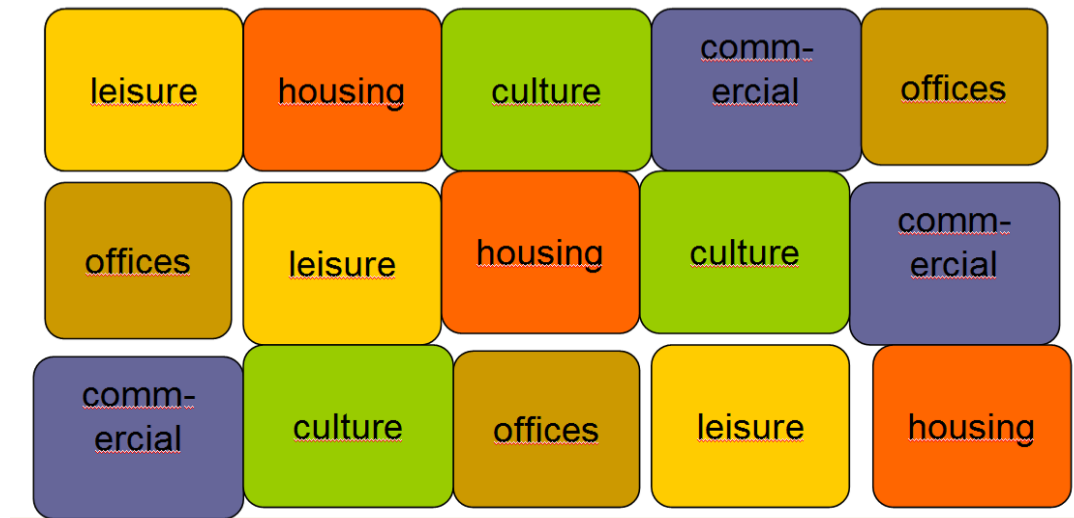


Opportunities and Threats

- **Opportunities:** Ownership, great expectations, reuse of the old track
- **Threats:** crossroads, danger caused by cargo, noise and pollution, opposing stakeholders

Step four: Setting the goal

”from an isolated area into a mixed part of the city”



Recommendations

- Initiate a Program for Holmen
- Investigate the weaknesses: noise, dangerous goods, soil
- Start an early dialogue with all the stakeholders about the ideas
- Get an idea about the financial aspects
- Take a trip and look at good examples!
- Town planning competition – to create a good master plan
- Remove cargo trains from the city – create the bypass

8. List of participants

NAME	POSITION	ORGANIZATION
Barbosa William	Student - Intern	Aarhus City
Budryte Rasa	Head of Architecture and Urban Planning Department	Siauliai City Municipality
Liepniece Dace	Officer of Environment Protection	Liepaja City Council
Mohr Niels-Peter	Head of Comprehensive Planning	Aarhus City
Molander Ingrid	Environmental Controller	Botkyrka Municipality
Muttonen-Mattila Eija	Head of Building Supervision	Tampere Municipality
Nilsson Per-Arne	Head of Urban dev. and Climate	Malmö Environment Department
Svensson Maria	Project Developer	Söderhamns Municipality
Åslund Margaretha	Head of Planning Department	Falun Municipality
Adamsone Inta	Environmental expert	Cesis Municipality
Brändström Isak	Infrastructure Strategist	Umeå Municipality
Lurina Solvita	Environmental Management Expert	Jelgava City Council
Olofsson Johnny	Infrastructure Strategist	Söderhamns Municipality
Palmberg Jennie	Public Health Coordinator	Söderhamns Municipality
Petersone Elina	Public Involvement Division	Riga City Council City Development department
Pintamo Heidi	Strategic Planner	Botkyrka Municipality
Veivo Risto	Co-chair UBC	UBC Commission on Environment
Wincek Jaroslaw	Planner	Gdańsk Development Agency
Astok Hannes	Development Manager	Smart City Lab Tartu
Forsgren Andreas	Infrastructure Strategist	Umeå Municipality
Grönholm Björn	Head of Secretariat	UBC Commission on Environment
Jendryczka Maciej	Transportation Planner	Gdynia City Planning Office
Lidaka Lauma	Territorial Planner	Riga City Council City Development Department
Strömberg Tomas	Chief Architect Detail Planning	Umeå Municipality
Tambu Peeter	Chief Architect	Narva City Government, Department for Architecture and Urban planning
Toode Andres	Director	Narva Museum

Wiergowski Szymon	Urban Planner	Gdynia City Planning Office
Benes Sascha	Student KTH Royal Institute of Technology	Örebro Municipality
Bień Andrzej	Chairman of the UBC Commission on Transport	Gdynia City Council
Broas Patricia	City Planner	Kotka
Graf Aulikki	Architect	Tampere Municipality
Jēkabsons Zaiga	Town Planner	Cesis Municipality
Luukkainen Terhi	Project Coordinator	UBC Commission on Environment
Nielsen Carsten	Architect/Town Planner	INROS-LACKNER
Widergren Eva	Planner	Söderhamns Municipality
Eliasson Fredrik	Development Strategist	Örebro County Council
Johansson Charlotta	Ph. D. University lecturer	Luleå University of Technology
Nordström Tobias	Planning Architect	Spacescape
Setterblad Mårten	Landscape Architect	Nyréns Arkitektkontor
Westerlund Sofia	Urban planner	Nyréns Arkitektkontor
André Janet	Architect	Örebro Municipality
Bellander Åsa	Head of City Planning Department	Örebro Municipality
Classon Clas-Göran	Head of the Community Planning Department	Örebro Municipality
Flink Susanne	Engineer	Örebro Municipality
Hallkvist Peder	City Architect	Örebro Municipality
Hörnestig Lund Teresia	Project Coordinator	Örebro Municipality
Isling Staffan	Chief Executive Officer	Örebro Municipality
Iversen Anita	Comprehensive planning	Örebro Municipality
Jansson Ulrika	Head of Planning department	Örebro Municipality
Kero Anna	Traffic Strategist	Örebro Municipality
Käll Erik	Landscape Architect	Örebro Municipality
Lancereau Carinne	International Coordinator	Örebro Municipality
Molin Lars O	Chair of the City Council of Örebro	Örebro Municipality
Norman Eva	Administrator	Örebro Municipality
Pettersson Anne	Urban Planner	Örebro Municipality
Rosenberg Mats	Municipality Biologist	Örebro Municipality
Ståhl Patrik	Urban Planner	Örebro Municipality
Svenska Kammarorkestern	Members of the Swedish Chamber Orchestra	Örebro Municipality
Windal Anna	Traffic Planner	Örebro Municipality
Wulgué Anna-Karin	Head of Örebro Art Gallery	Örebro Municipality

9. Moments



From local newspaper. It says: "Foreign ideas about the planning of Örebro. Planners from the Baltic Sea countries have been visiting."



Many great ideas and inspiration



Sunday May 18th at Örebro Art gallery



Monday May 19th ; registration for the seminar



Discussions at the seminar



Tour to the workshopareas



Theory lectures



Guided tour and dinner at the nature reserve



Official Dinner

We hope to see you in Örebro again!

For more information or any questions- please contact

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