

# WORKSHOP TWINCITY

## Linköping and Norrköping

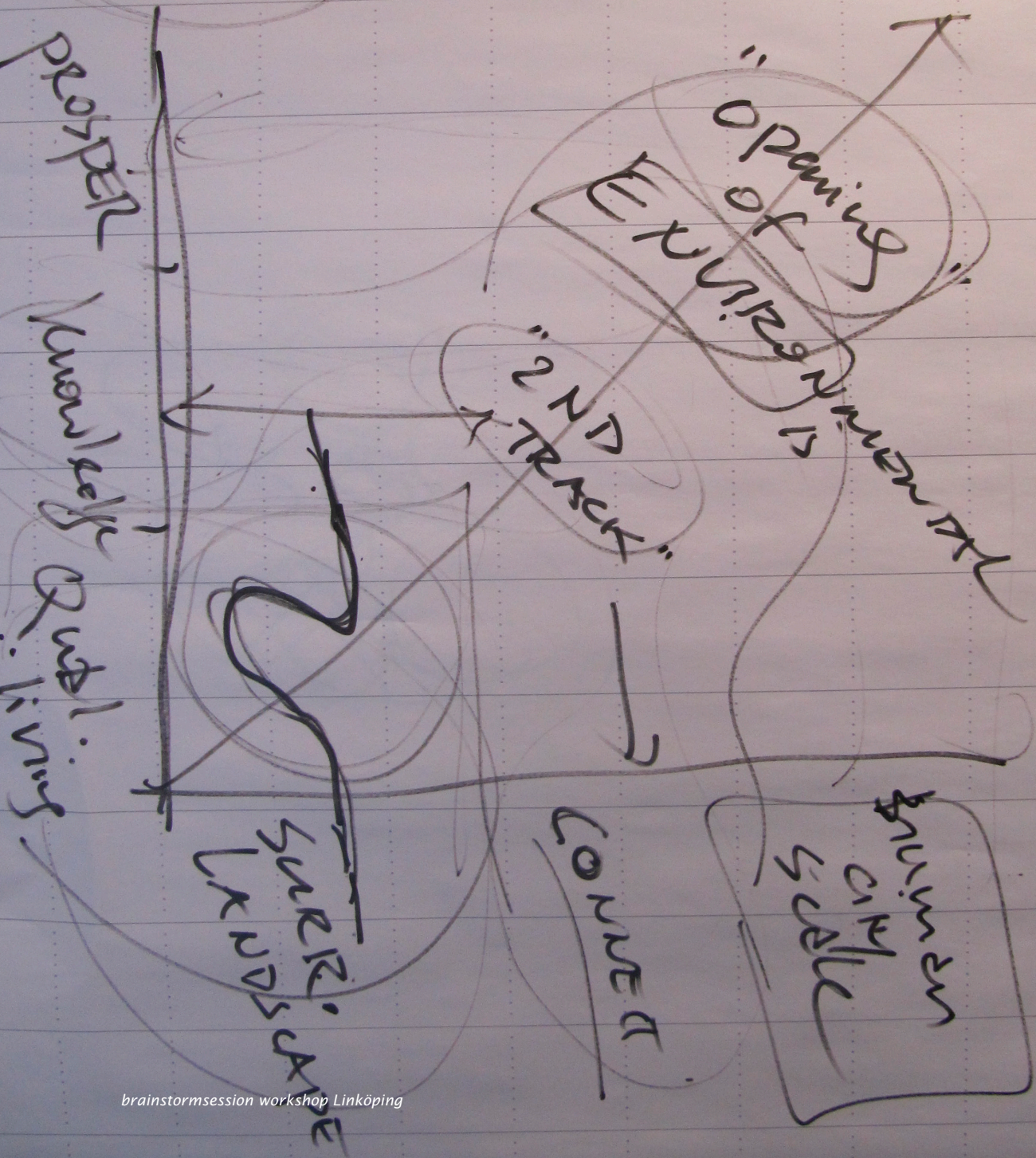
June 2011



**HKB**  
stedenbouwkundigen



RICHEST REGION



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NORRKÖPING

LINKÖPING

Oslo

Helsinki

Tallinn

Sankt

Location in Europe

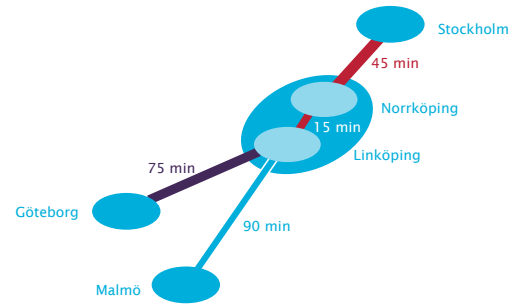
# 1 INTRODUCTION

The last few years, Sweden has been working hard on planning the construction of a new high-speed rail between Stockholm and Malmö, named Östlänken. This high-speed rail will also stop at Linköping and Norrköping, and for both cities a railway station has been anticipated. In order to cope with this huge transformation and in order to deal with their new position in relation to Stockholm and Malmö, these two cities have agreed to act together as Twin City. Development plans have been drawn up for both railway station areas, in which, for both cities, the position of the railway station will be moved and a new city centre will be developed around the station.

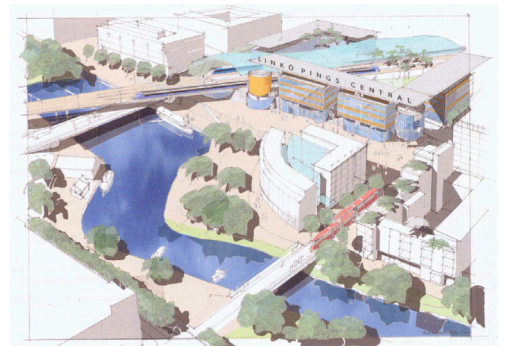
At the invitation of the municipality of Linköping, HKB Stedenbouwkundigen has been asked to perform a review of the plans for both railway station areas. During a three-day session from Wednesday 11 to Friday 13 May 2011, an evaluation of both railway station areas has been made in close cooperation with officials from the municipalities of Linköping and Norrköping, as well as representatives of Trafikverket, NÖAB, Östsam and Ötraf. The review focused on the following questions:

- What is the ambition behind doubling the city centres and do the proposed plans really reflect these ambitions?
- In what way will the new centres constitute an added value to the existing city centres and to one another?
- What qualities will the new centres and the new infrastructural structures add to the existing cities?
- What are the unique qualities and characteristics of both cities and what can be done to emphasize them and to deploy them for future developments?
- What happens with these plans if the Östlänken project is delayed or even cancelled? How flexible is the development of the proposed plans?

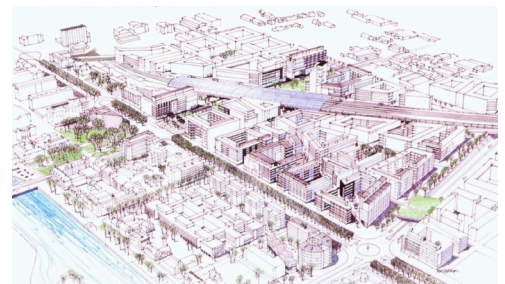
In this booklet, we will give a brief summary of the three-day meeting and present the main conclusions arising from these sessions.



*distances by train*



*ambition image Linköping*



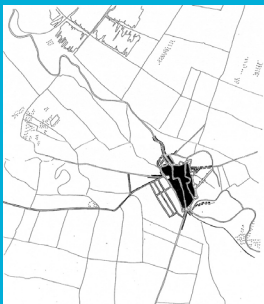
*ambition image Norrköping*





Masterplan Utrecht Station Area HKB Stedenbouwkundigen

### Growth chart Utrecht, Netherlands



1695



1920



1981



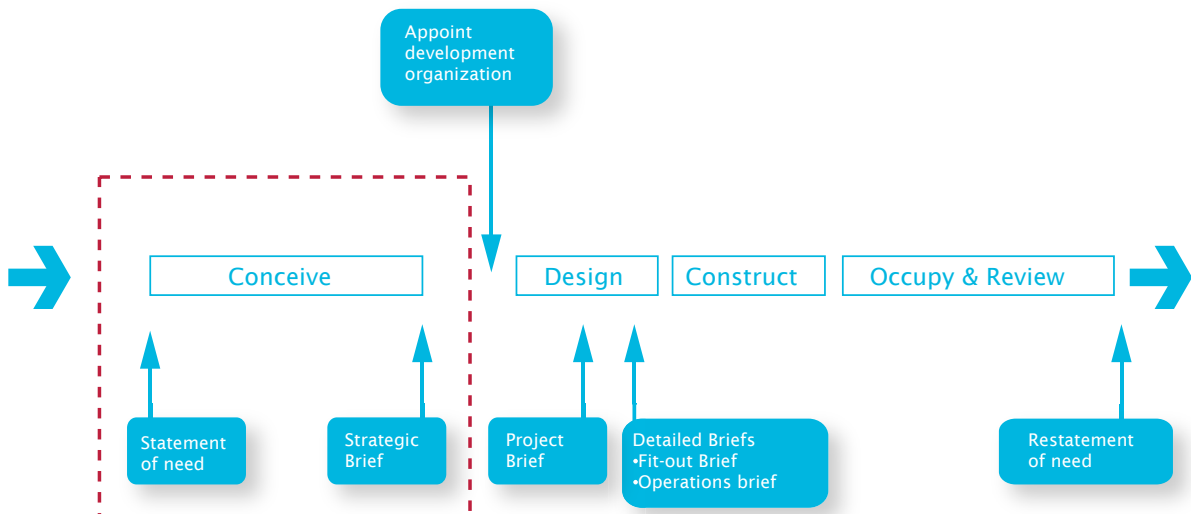
2015

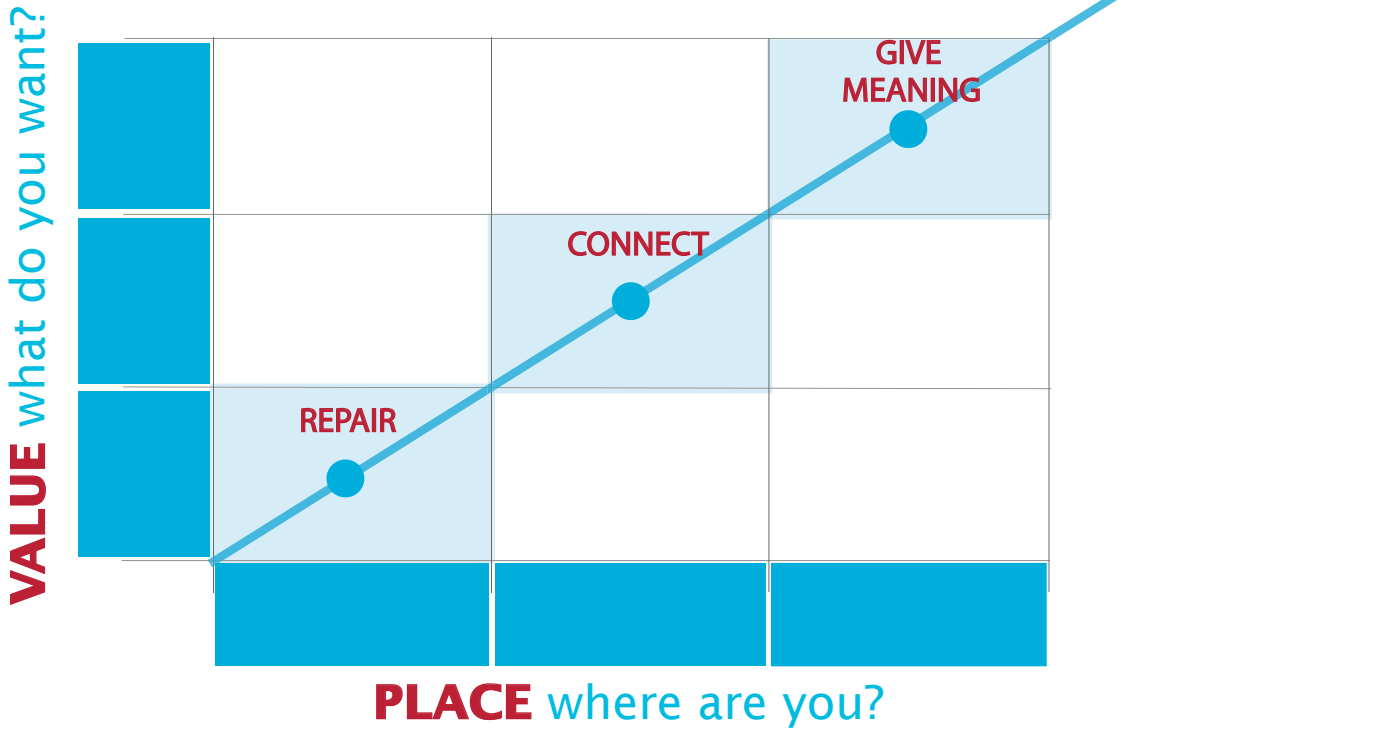
## 2 METHOD – UTRECHT CASE

### Statement of Need – Strategic Brief

Urban planning is a discipline in which time is an all-important factor. Urban planners give shape to tomorrow's world. This may concern next year; however, the average urban development project has a duration of more than ten years, from the first initiative to the actual completion of the project. Therefore, it is of key importance to have a proper understanding of a project's background at the very start of designing an urban development plan. The outcome of an urban development project needs to be more than the sum of the strategic brief, the design, the execution and the completion. The essence of every urban development challenge is to design things in such a way that the outcome is not just positive for the planned development, but also constitutes an added value to the entire environment. To achieve this, it is critical to establish a village's or town's ambitions and to interpret the job in such a way that these ambitions are enhanced. For this reason, a Statement of Need has to be drawn up right at the start of the designing scheme. Subsequently, a more specific Strategic Brief can be prepared.

A Strategic Brief is all about defining the preconditions with respect to the location, the typology and the size of the project for which the development plan needs to be made. To make sure that the Strategic Brief lays the foundation for a development plan that also constitutes an added value to the surrounding area, the Statement of Need should throw light on the network (both physically and socially) in which the project is situated, as well as on the desired scale (both in terms of size and radius). In addition, the area's identity should be established clearly to make sure the project can make a contribution to this. To this end, the area's specific characteristics need to be defined. A Statement of Need can make the difference between a nice and a meaningful location.



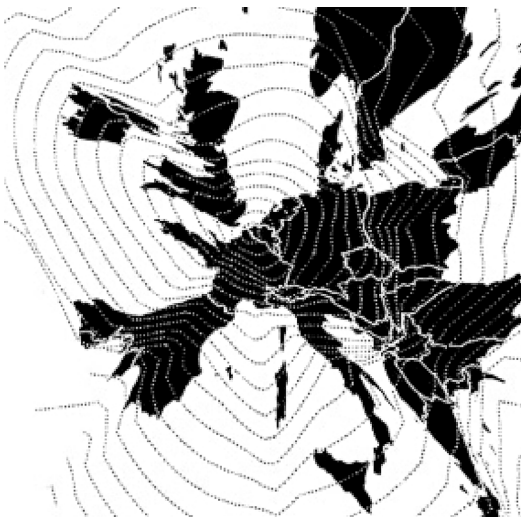




The Utrecht railway station area project in the Netherlands, which was used as an example during the work sessions, shows how a Statement of Need can be used as the basis for a Strategic Brief, in order to develop a Master Plan subsequently. In this particular case, the urban development plans had continued for many, many years and we were asked to prepare a Master Plan, which would actually be the 4th edition! Earlier editions had proven to be no more than the sum of various solutions for numerous individual problems and had consequently been rejected each time.

The local authorities had requested a referendum that had to be guiding for the newly prepared Master Plan. Apart from its political implications, this referendum can be regarded in retrospect as a comprehensive investigation into the city's actual needs, eventually resulting in a Statement of Need. As yet, the actual Strategic Brief was considered of less importance and would, in terms of the building program, immediately precede the actual development plans. In Utrecht, it was - and still is - all about the question whether a newly developed program would "behave" in the existing city. Moreover, how would the newly developed program and the existing buildings deal with the public space and vice versa. The quality and recognisability of the public space as typically Utrecht were considered to be critical.

The eventual key concepts that emerged from the build-up to the referendum, were '**repair**' (of the development scale to an appropriate size), '**connect**' (the network), and '**give meaning**' (identity and added value of the public spaces and buildings). These concepts made up the principal idea for the Master plan to be developed and the accompanying environmental preconditions and private contracts between the municipality and other parties.



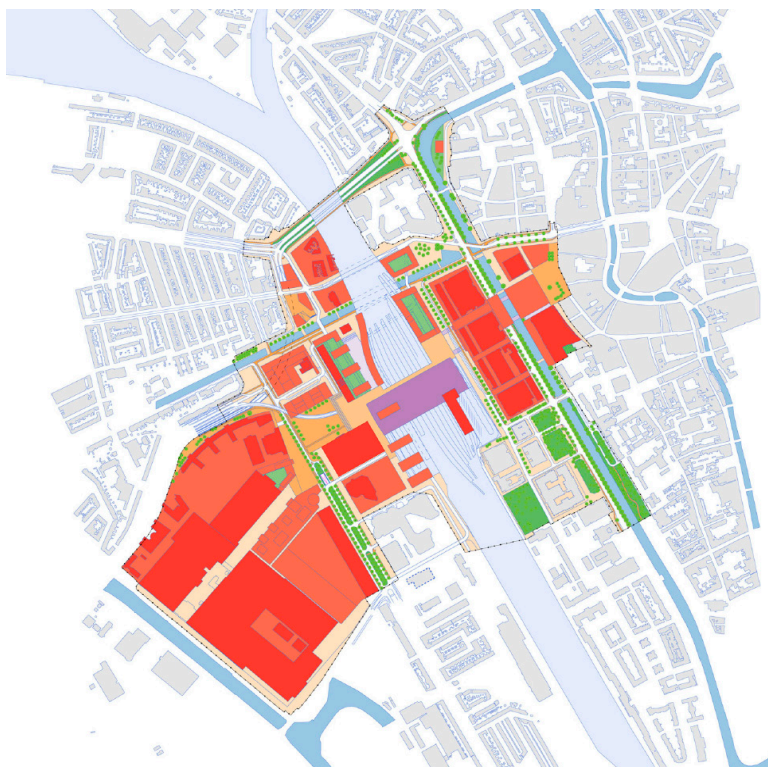
OMA Study TGV Station Lille, France

# UTRECHT

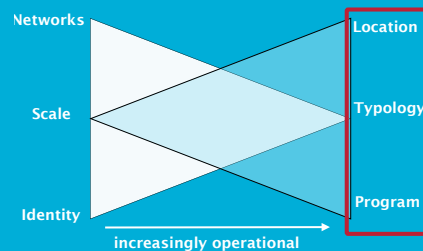


Now how to prepare a convincing Statement of Need? The first step will be to get a proper understanding of the commissioning authority's long-term ambitions for the area. This will point the way for the Statement of Need. These ambitions will comprise two types of elements, i.e. the environmental characteristics of the area and the values pertaining to development projects. To determine these elements, we will have to make clear where we stand and what has to be achieved.

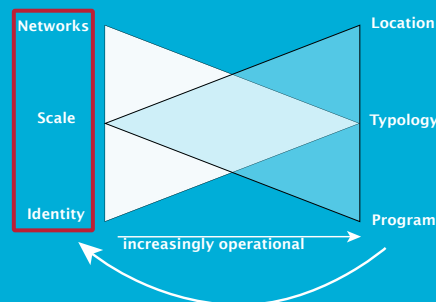
In order to contribute to the ambitions, the interventions or the policy to be pursued need or needs to enhance both the environmental characteristics and the values aspired. In this way, it is possible to make up an agenda that lays the foundation for the Statement of Need.



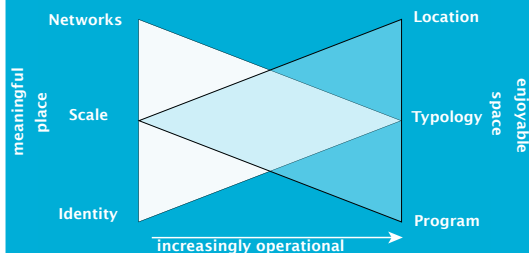
### STRATEGIC BRIEF



### STATEMENT OF NEED



### STATEMENT OF NEED





# LIÈGE



# LILLE



*impact of station areas*

## SIDE NOTE

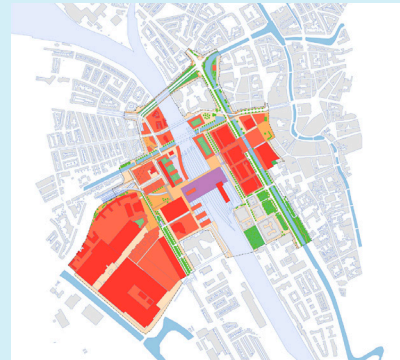
### Approach to the railway stations in Liège, Lille and Utrecht

When it comes to the expectations with respect to environmental developments around railway stations, we can give three relevant examples: Liège (Belgium), Lille (France) and Utrecht (the Netherlands).

Typically of the attitude of the Belgian authorities, in Liège 'solely' a station was built. As beautiful as it may be - the station was designed by the Spanish architect Calatrava - it is a station building and nothing more. From the authorities' point of view, the expectations were clear: the government invests in public transport and the corresponding infrastructure, and the 'market' will do the rest. As Liège is positioned favourably between London and Berlin, and the station's direct environment comprises universities, an airport, historical city centres and an exquisite landscape, Liège should naturally develop into a competitive place.

From the very beginning, the expectations in Lille were completely different. The railway connection between Paris and London was President Mitterrand's "Grand Projet" and was expected to result in a huge development of the employment in Lille, which was quite underdeveloped at the time. In the northeast of Lille, an immense office area would be built up. Still, the result was quite the contrary: hardly any offices have been built and many companies have moved to greater Paris, which is now within easy reach from Lille. On the other hand, people have moved from Paris to Lille, as the houses are relatively cheap and work can be easily reached by TGV. The result is a renovated, trendy city centre with numerous restaurants and shops for former Parisians. Not a bad result, albeit quite different from what was expected.

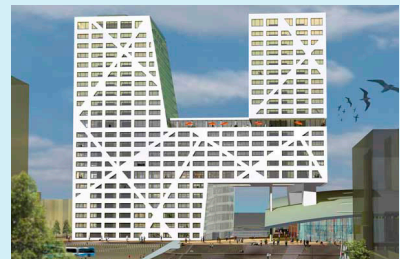
Utrecht is situated at the heart of the Netherlands. Ever since the arrival of the railway in the 19th Century, the city takes up a central position as railway hub, headquarters of the Dutch Railways, etc. Recently, during the nineties of the 20th Century, the city has expanded greatly as a result of the intermunicipal housing policy (VINEX) of the Dutch government, with an increase of appr. 100,000 inhabitants over some 15 to 20 years. Obviously, the city centre needs to be equipped for that, so an expansion of floor space for work and recreation goes without saying. Apart from that, many companies have selected Utrecht as their place of business, because of the great accessibility by train. Considering the fact that the high-speed train between Amsterdam and Germany is anticipated to pass through Utrecht, the necessity of restructuring and renewing the Utrecht station area is evident. The central debate in Utrecht focuses on the way in which these changes should be designed. Something has to be done, that is all too clear. But what, and how? By organising a referendum, the authorities have played a major role in solving this question. Whether the train will come or not (or not for the moment), expansion of the city centre is just as mandatory because of the various autonomous developments.



*masterplan Utrecht*



*Catharijnesingel*



*council offices Utrecht*



*station area related projects in Utrecht*



Images on google



## 3 TWIN CITY

In order to perform a review of the Linköping and Norrköping station areas, it is first and foremost of importance to bring the meaning of Twin City into focus. What makes Twin City unique both in Sweden and in (northern) Europe? The ambition is that Twin City is or will become the richest region of Sweden. Just think of the richness of the various landscapes, the richness of the provisions, the richness of the living environments and the richness of types of employment. In other words, a high degree of freedom of choice in the ways one can live or arrange one's life. This comprises all elements that can contribute to this ambition.

### *Positioning of Twin City*

The Linköping and Norrköping region is situated between Malmö and Stockholm. The region has an enormous wealth of landscapes, with a great amount of water on the one hand (the Strandgatan River and Roxen Lake in Linköping and the archipelago in Norrköping), and a great amount of woods on the other, with the Eklandskapet (oak forests) around Linköping as a special attraction. Together, they make up the region's special landscape setting. Because of its high amount of green, which often penetrates the city, and its great number of houses with access at ground level, Linköping offers a very comfortable and relaxed living environment.

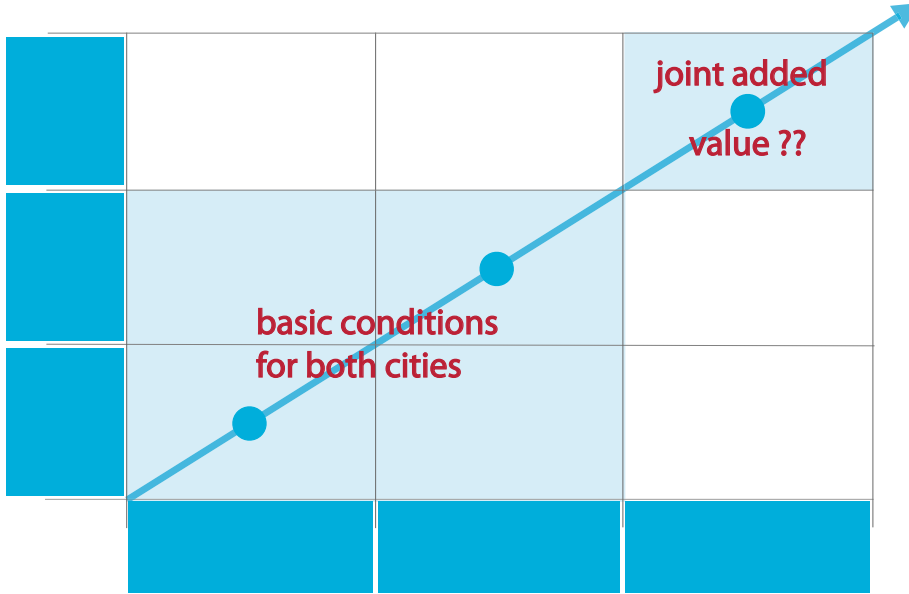
The presence of the Technical University of Linköping and the academic hospital ensure a well-educated population. But also the presence of Saab (aviation), a large air force base and Siemens attract higher educated personnel to the region. The region's central position in the South of Sweden and the excellent connections with both Stockholm and Malmö, in addition to the airports and the port of Norrköping, ensure that the region is well connected to the rest of Sweden, as well as to Europe.

Even though all of this contributes to a rich living environment, this does not distinguish the region from other regions in Europe that are also part of the 100K community (i.e. cities with over 100,000 inhabitants). Nonetheless, there are abundant opportunities, provided that the money is put on the joint added value of both cities and the entire region.

A basic condition for this is that the excellent mutual connections (both by public transport and by car) are maintained and even enhanced. Furthermore, the relatively small scale of both cities and the vicinity or immediate presence of landscape is also an important condition. In this respect, the region should put its money on development and reinforcement of the riverbanks and the areas bordering the archipelago. This diversity distinguishes the region from other regions like Malmö or Stockholm. In addition, the amenities that the two cities together have to offer (in terms of education, healthcare, employment and culture) can easily compete with other regions. Because of the manageable size of the cities, the quality of life will be valued higher by many people. To put it differently, the region offers metropolitan facilities without the various metropolitan problems that often come along, such as a (too) high density of the population, bad accessibility and social tensions.

This human scale, combined with the presence of scientific institutes and the Swedish efforts in the field of sustainability, provides the region with opportunities to accommodate experimental research of applied sciences in the field of living in the 21st Century. One may think of energy neutral living, but also of mechanical homecare solutions. On the basis of this specialisation, the region can clearly profile itself towards the outside world and attract companies that and inhabitants who would like to contribute to this.

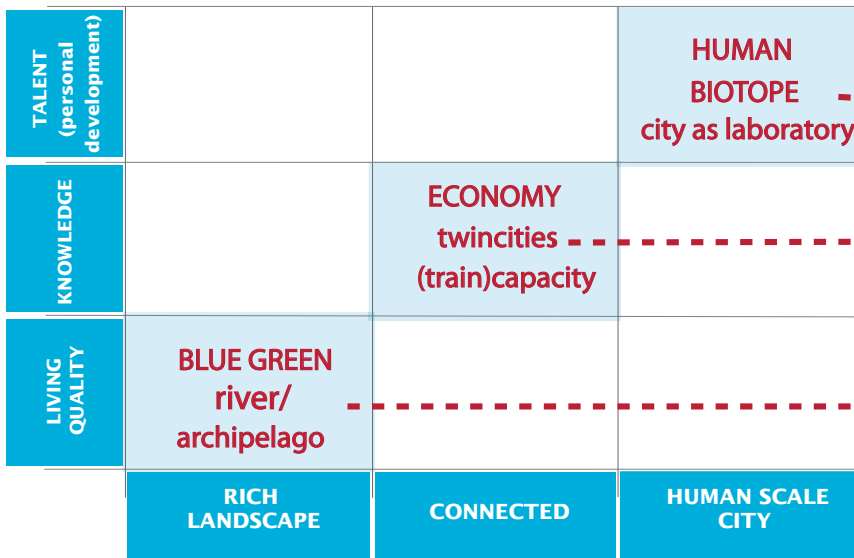
**VALUE** what do you want?



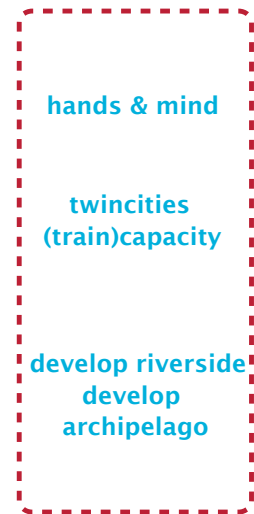
AMBITION  
RICHEST  
REGION IN  
SWEDEN

**PLACE** where are you?

**VALUE** what do you want?



AMBITION  
RICHEST  
REGION IN  
SWEDEN



**PLACE** where are you?



### *Positioning of Linköping*

As described, Linköping should put its money on the qualitative development of the riverbanks in the city, along with an attractive connection to the Boxen Lake via the Strandgatan River. Minimising the bituminous road along the river in the centre may be a first step in this respect. Activating the pleasure cruising sector up to the city centre could also contribute to the city's embrace of the river.

The presence of two airports also provides possibilities for Linköping. On the one hand, there is a physical connection with the rest of the world by means of the airports; on the other hand, Saab (Aviation) is established in the region, a company that makes use of the airport and that attracts other knowledge-based companies as its suppliers. In addition, the University of Linköping offers aviation as one of its disciplines. While Norrköping can profile itself as the seaport of Twin City, Linköping offers the region's central airport.

#### Engineering city

The principal seat of the Technical University of Linköping ensures a high percentage of engineers in the city. Linköping is a city in which theoretical knowledge could be translated into daily applications. The space that is still available in the city, as well as the city's manageable size and strong relation with the surrounding landscape, offer opportunities as a place of establishment of knowledge-based institutes focusing on increasing the living comfort by translating new/experimental techniques into appliances that make life easier. The 'Human Biotope' may be a guiding theme. Thus, a city of the 21st Century can be designed, providing an answer to the question of how we should deal with energy, and offering new kinds of care, as well as new modes of transport. One could initiate a science festival around the Cloetta Centre. In all these ways, Linköping could profile itself clearly and immediately as engineering city.

#### **LINKÖPINGST**

engineering city

univer city  
science festival  
experimental developments / working&living spaces  
incremental development give way for small initiatives

airport

transport  
bridges as events  
small scale network for pedestrians and bikes

river - lake

water as "spring"  
water as origin



## NORRKÖPINGST

generating city

breeding place for small actors  
bokala  
production orientated programme

harbour

twincity - airport  
rail / road  
trade

river - archipelago

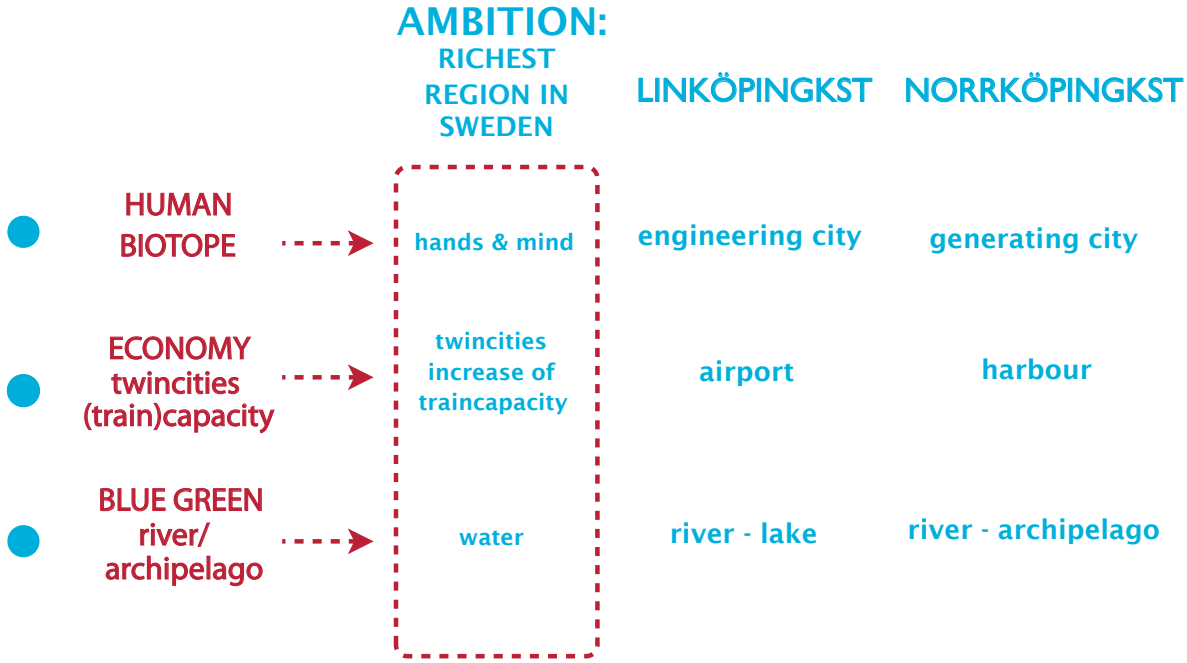
river - stream  
characteristic housing environment

**Positioning of Norrköping**

Norrköping should also enhance its waterfront in order to further exploit its situation at the archipelago. In this, the development of the seaport will play a crucial role. One could think of the physical sea port activities, but also of the development of knowledge with respect to all possible sea port activities that are present in the city.

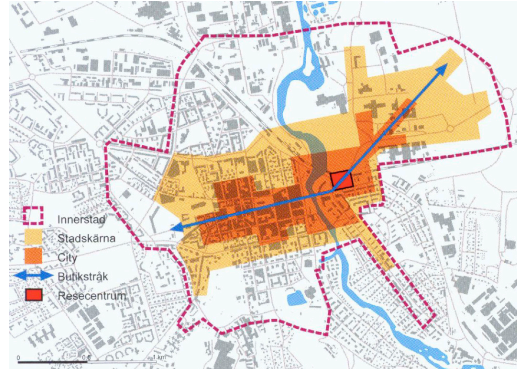
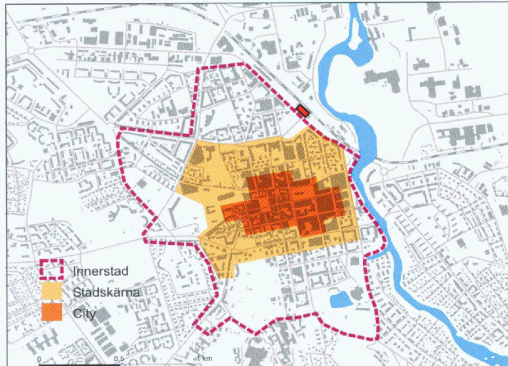
**Generating City**

As the more creative university departments are established in Norrköping, and a great deal of industrial heritage is present for which new destinations are sought, this city should rather focus on the development of the creative sector. This comprises offering attractive office space for small enterprises, along with possibilities for further growth. Norrköping has opportunities to develop such enterprises in a more mixed environment. And once more, the emphasis should be on the development of the Human Biotope and the development of knowledge showing us how to live in the 21st Century. Just think of a mixed way of living together: a mix of working and living, with the desired liveliness throughout the day, but without the inconveniences that may come along. Attractive seeds of development, which may gradually grow. In addition, one could think of offering space to city farms.

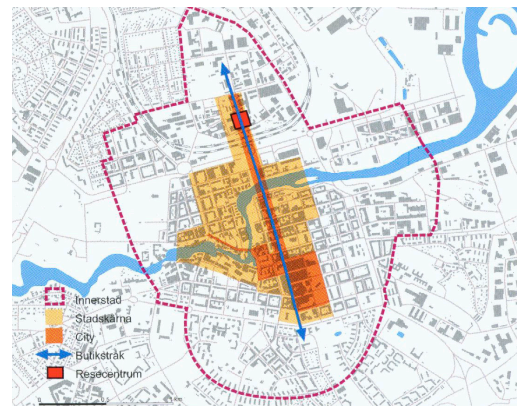
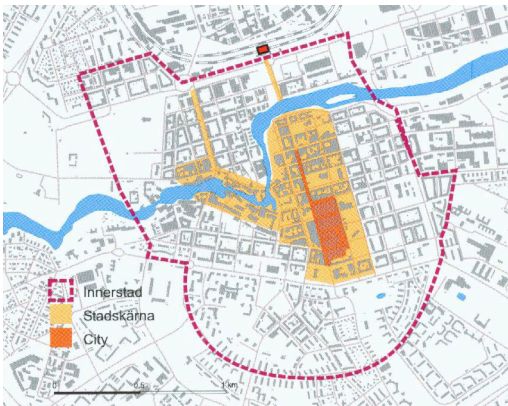


## What is the ambition behind doubling the city centres and do the proposed plans really reflect these ambitions?

Linköping



Norrköping



### Answer

*Doubling the city centre on the basis of a program that is already existent in the historical city centre, does not necessarily contribute to the ambition of becoming the richest region. Doubling the city centre involves the risk that the historical city centre is sucked dry by the new centre, resulting in a desolate historical city centre. However, the transformation of the existing office area could very well result in a splendid location to offer space to knowledge-based institutes, combined with an auxiliary branch of the university. The space, situated next to the station and comprising the existing Cloetta Centre, constitutes an attractive location for exhibiting the newest developments in the field of living in the 21st Century.*

## 4 REVIEW

Now there is a clear profile of Twin City, with the ambition to become the richest region in Sweden, and the accents have been defined on the basis of which the cities of Linköping and Norrköping can develop themselves in a mutually complementary way, it is time to assess the Linköping station area on the basis of the previously defined ambitions. This review will be performed in the light of the above defined assignment.

***What is the ambition behind doubling the city centres and do the proposed plans really reflect these ambitions?***

***In what way will the new centres constitute an added value to the existing city centres and to one another?***

***What qualities will the new centres and the new infrastructural structures add to the existing cities?***

***What are the unique qualities and characteristics of both cities and what can be done to emphasize them and to deploy them for future developments?***

Please refer to Chapter 3.

***What happens with these plans if the Östlänken project is delayed or even cancelled? How flexible is the development of the proposed plans?***

If the relocation of the station is taken as both purpose of and starting-point for the development of both centres, nothing will change for the moment. It is also highly questionable whether these new centres will add any value to both cities. Therefore, it is more important to improve the mutual relation between the two cities and to design a meaningful space on both planning areas. In that respect, the connection to the high-speed rail can really constitute an added value for both areas, but even without the connection, the developments would have meaning for the development of Twin City as well as that of the of two cities individually.

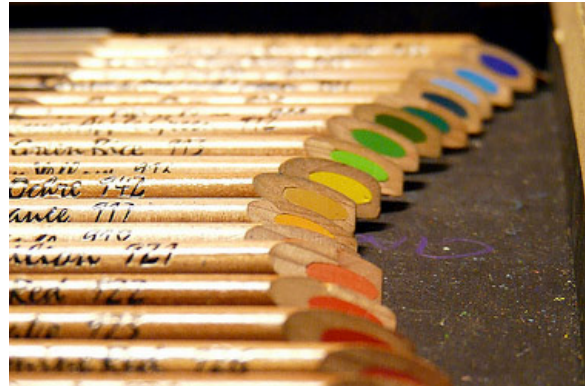
In conclusion, one should realise that even though the connection to the high-speed rail implies that people can easily come to Linköping, it just as well implies that they can easily leave the city (as is the case with Lille). In the end, a city centre should have sufficient strength and appearance in itself to be really appealing as a place for people to take up their residence. If someone from out of town steps out of the train, there must be something going on. If the train is connected to local high-quality public transport (e.g. a regional tramline), the total added value of Linköping as a place of residence would increase tremendously.

***In what way will the new centres constitute an added value to the existing city centres and to one another?***

**Linköping**



**Norrköping**



### **Answer**

***While Linköping should rather focus on the engineering of daily life and the Human Biotope and should offer space to knowledge-based institutes that are related to the university and/or Saab, Norrköping should rather focus on small and starting enterprises in the creative sector. As such, both areas will clearly opt for divergent profiles, both with respect to the existing city centres and with respect to one another.***

**What qualities will the new centres and the new infrastructural structures add to the existing cities?**

Linköping



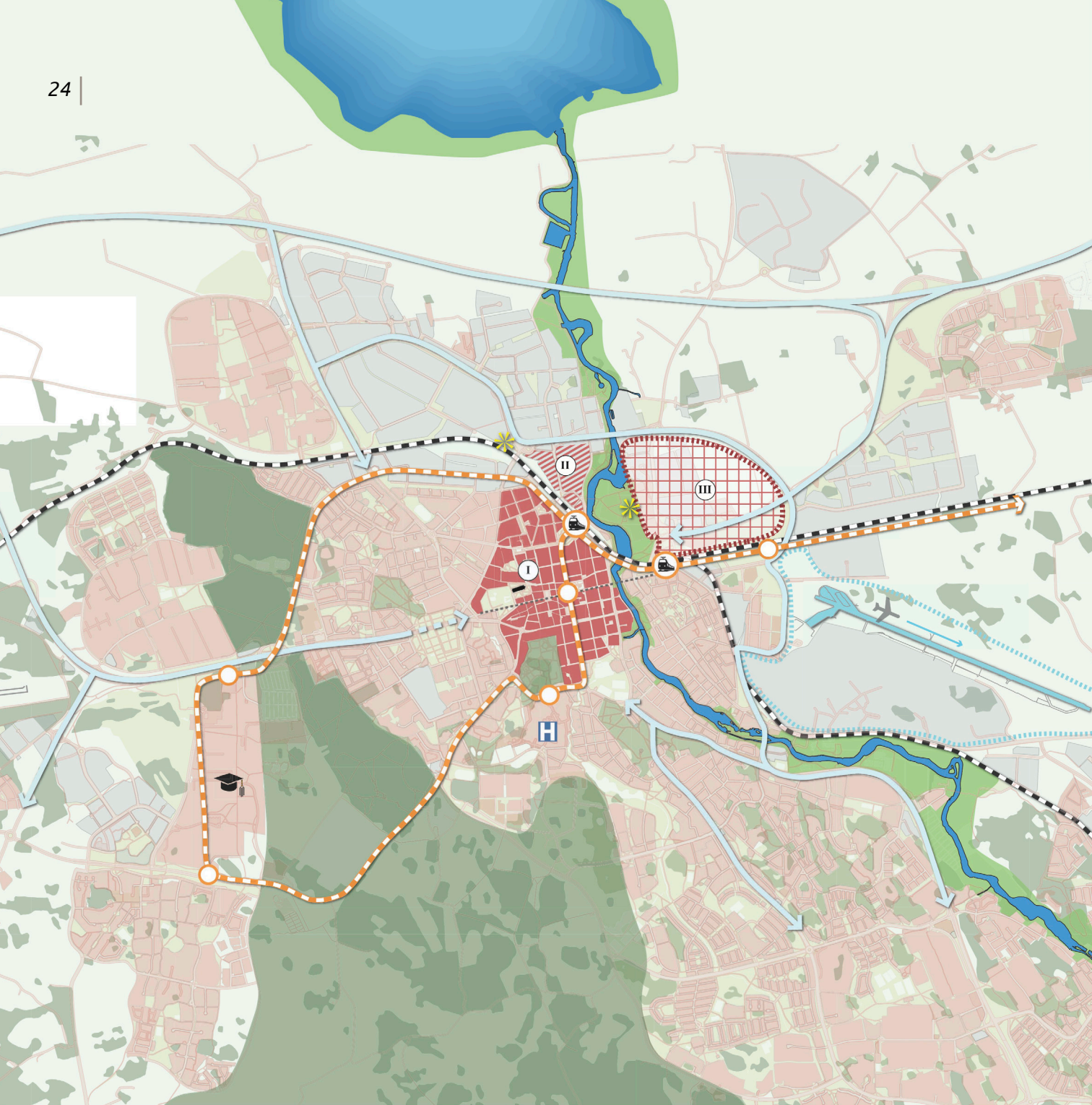
Norrköping



### **Answer**

*The main challenge for Twin City is improving the mutual physical connection between the two cities, not just during working days, but also during evenings and weekends. This constitutes the foundation of their joint development. Subsequently, both cities must become complementary to one another, more than they are now, which can be achieved by means of specialisation and a sharp distinction of facilities and amenities between the two cities.*

*By making a sharp distinction and by specialising, a wider and more interesting offer may come into being for the inhabitants of Twin City, as well as for companies and tourists. In this way, the region may increase its richness and improve its competitive position with respect to Stockholm and Malmö. If this can be achieved, the region's connection to the national high-speed train will only be a matter of course.*



## Vision for Linköping

June 2011





## 5 RECOMMENDATIONS TO LINKÖPING

Formulating recommendations based on a brief visit is not easy and might appear arrogant. On the other hand we would like to give some point on which you might reconsider certain decisions. Given the changes in policies and situation, combined with the talks we have had in Linköping the following points resulted in the following strategy:

### 1. Blue & Green

Emphasize on the relations with the surrounding landscape by upgrading the river. This is an important basic issue, which links history, and represents living-quality-values. It is also an important basic aspect of the image of Linköping.

### 2. Network & Position

Work on the connections on the Twin City level. One might extend the tram network from Norrköping to Linköping and connect both city-centres and universities. Next to the proposed, but uncertain high-speed train connection, this network project is within the local political influence and hence within reach. When a high-speed train would come, the tram will give an excellent complementary mode of transport, which increases accessibility of the Twin City region enormously. Stops are: Airport, 'Cloetta centre', Railway station, University Campus, Hospital, city centre and back.

### 3. Quality of Life

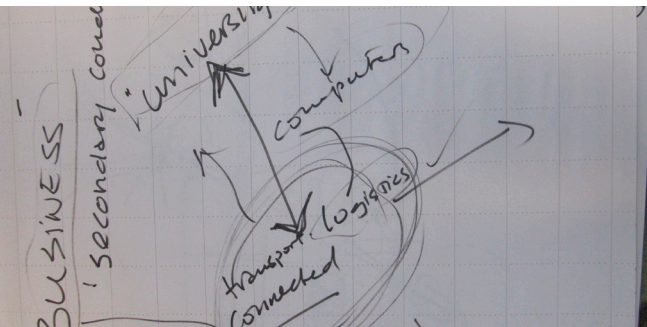
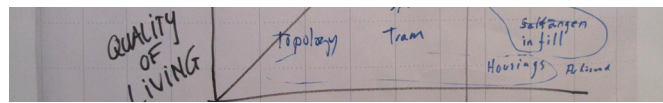
Improve the existing inner city. Work on public space and intensify programme. Celebrate your history, it will attract tourists and makes people understand where you come from. The historic centre is the necessary foundation of the new developments.

### 4. Stepping Stone to the Future

Extend north from the existing railway station. Exploit the already existing new developments and give way for small, private initiatives.

### 5. Future

'Attack' the north-east bank of the river from both Storgatan and the north development (point 4). This new city part is the 'Address' of Twin City and will be the Univer-City of excellence: a combination of knowledge (university), business development (aviation) and research on the Human Biotope Issues: environment, health and applied technology. Housing is for employees and will contain high quality apartments for short and long stay.



# PARTICIPANTS

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Images: HKB Urban Producers and resources  
Design and editing: HKB Urban Producers

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Initiator:  
Linköpings kommun

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June 2011

