Swedish Municipalities and the Sustainable Development of Towns, Cities and Communities
- Examples of Habitat-oriented work
SUMMARY: This set of examples describes how some fifty Swedish municipalities are working on planning for the sustainable development of towns, cities and communities. The aim of the publication is to provide inspiration and ideas for local work. Sustainable development has ecological, social, cultural and economic aspects. This is why many different types of projects are presented. Taken together these examples provide an overview of current issues and planning problems that Swedish municipalities are contending with at present in different parts of the country.

KEY WORDS: sustainable towns, cities and communities, sustainable development, urban planning, urban development, land-use planning, planning, Habitat Agenda, Agenda 21, examples, municipalities.

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COVER ILLUSTRATION: From the top left the municipalities of Gotland, Mark, Malmö, Åre, Kalmar, Arboga, Avesta, Karlskrona, Falkenberg, Nynäshamn and Eksjö. The names of the photographers are given under each picture inside the publication.
Benefiting from one another’s experience and highlighting good examples are central components in the follow-up of commitments under the Habitat Agenda, the global plan of action for sustainable human settlements development adopted at the UN Habitat II Conference in 1996. We are therefore pleased to be able to present this report containing examples from some 50 Swedish municipalities. This set of examples complements the Swedish National Report prepared for the Special Session of the General Assembly on Habitat on 6-8 June 2001.

The examples illustrate the close links between Agenda 21 and the Habitat Agenda, both of which have a clear social perspective and an explicit democratic dimension. In work at local level the ecological and social perspectives are combined and participation is the operative instrument. The examples reflect differing approaches in municipalities in a variety of situations and facing a range of planning problems, i.e. both larger and medium-sized settlements, on the one hand, and small communities and rural areas, on the other. Taken together the examples provide an overview of current issues and planning problems that Swedish municipalities are contending with in different parts of the country.

The contents of this report are based on the work of the National Board of Housing, Building and Planning. As the central government agency in the field of housing, building, planning and urban development, the Board has long experience of work on issues related to sustainable urban and human settlements development. During 2000 the Board has been commissioned by the Government to follow and bring together ongoing Habitat-oriented work in the municipalities. The examples presented here are mainly drawn from the Board’s conference series “A town is more than its buildings...” held in late 1999 and early 2000. The county administrative boards and regional associations of local authorities were co-organisers of these conferences and have helped to select the municipal examples. In addition to these examples this report also contains a follow-up of some of the examples highlighted in the Swedish National Report to Istanbul in 1996. This part of the report describes how work has progressed, what results have been achieved and what lessons learned.

It is our hope that the examples presented here can act as a source of inspiration for local Habitat work, not only in Sweden but also in other parts of the world.

Karlskrona and Stockholm in May 2001

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Swedish National Board of Housing, Building and Planning

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Secretary-General
Swedish National Committee on Agenda 21 and Habitat
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This set of examples describes how some fifty Swedish municipalities are working on planning for the sustainable development of towns, cities and communities. Sustainable development has ecological, social, cultural and economic aspects. The municipal examples presented here often have the ambition of including as many aspects as possible. However, each example usually has a particular emphasis. The examples have therefore been grouped in six themes to clarify this. The six themes are: Democracy and participation, Environment-oriented work, Local identity and the built environment, Local enterprise and economic development, Planning and development strategies and, finally, Local politics. A final section of examples reports on progress in a selection of Sweden’s national best practices from Habitat II in 1996.

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Sweden is the fifth largest country in Europe, nearly 450,000 sq km in area and extending for about 1,600 km from north to south. The climate varies widely, and, due to the Gulf Stream, is milder in Scandinavia than in other places on the same latitudes. Forests account for 70 per cent of Sweden's land area, farmland 6 per cent and urban areas no more than one per cent. Sweden's population numbers about 8.8 million inhabitants and 3.8 million households. At the beginning of the 20th century, 30 per cent of the population lived in rural areas. Today the country is 80 per cent urbanised. Roughly one-third of Sweden's population live in the three metropolitan cities of Stockholm, Göteborg and Malmö, while one-third live in small and medium-sized towns or cities and another third in small urban communities and country areas.

Sweden became rapidly industrialised and urbanised during the late 19th century. Through a fruitful combination of strategic political reforms and decisions, as well as extensive co-operation with NGOs and far-sighted business leaders, the widespread poverty of the early 20th century was succeeded by the development of a welfare state. Early industrialisation was based on natural resources - forestry, steel production and mining. Today 18 per cent of the workforce are employed in the industrial sector, 2 per cent in agriculture and 80 per cent in the service sector. Nearly half of Sweden's industrial output is based on the mechanical engineering industry. Other sectors of great importance are the medical sector and, to a growing extent, IT and communications as well as protection of the environment.

The local tier of government has by ancient tradition had a very strong position in Sweden. The opening section of the Instrument of Government (part of the Swedish Constitution) lays down that Swedish democracy, based on the free formation of opinion and on universal and equal suffrage, is realised through a representative, parliamentary system of government and through local self-government. This also includes the right to decide a local rate of taxation and to charge for certain services. The municipalities are responsible for a wide range of services, e.g. housing, roads, sewage, water supply, compulsory schooling, social allowances, care for the elderly and child care.
Citizen survey

In 1999 the town planning department in Falkenberg municipality carried out a citizen survey on the future of Falkenberg with the intention of determining the views of local people on issues like housing and the local environment. The background to the survey was work on an area comprehensive plan for the main town, Falkenberg, including edge-of-town areas. At an early stage in work on the comprehensive plan, information and ideas about the town were wanted from the public. One aim was to arouse interest in planning.

Postal questionnaire
The survey was carried out in March-April 1999 in the form of an anonymous postal questionnaire sent to a random and representative selection of 1 000 residents of both sexes aged 18-70. The questionnaire was sent to municipal residents living in or near the main town. Reminders were then sent out twice. At the time of the survey an article about the questionnaire was featured in a local newspaper, Hallands Nyheter.

Secrecy guarantees were given for replies. The high response rate suggests that the questionnaire aroused great public interest. Replies were received to as much as 76 per cent of the 1 000 questionnaires mailed out. As further evidence of the involvement of Falkenberg residents, 53 per cent of the completed questionnaires contained the respondents' own written views about the future of Falkenberg.

Housing, the local environment and development
The questionnaire consisted of 13 questions, including four background questions about sex, age and form of housing. Under a heading on the theme of Vision for the 21st Century respondents could express their own views on both the current situation and visions of the future. Briefly the questionnaire dealt with the following main groups of questions:

- Qualities relating to housing in different communities
- Qualities related to areas for town and country walks and to park areas
- What is important in everyday life related to housing and the local environment
- How well the local environment works in everyday life related to housing, etc.
- What is important for the future development of Falkenberg
- The potential for staying on in Falkenberg related to work commuting, the future IT society, etc
- Attitude to certain projects being discussed or planned in the municipality

In Falkenberg large parts of the old town centre are well preserved. The old stone bridge - Tullbron, or the Toll Bridge - was built in 1755-61 and acts as a symbol of Falkenberg. Beside the bridge abutment are the ruins of a medieval fortress.

The Old Town is a genuine wooden settlement characterised by an irregular grid of cobbled lanes with medieval origins. The town is mentioned in written records in 1310 and its town charter was finally confirmed in 1558.

Fresh and salt water meet in Falkenberg. The town lies at the mouth of the River Ätran in Kattegatt and this closeness to the sea gives Falkenberg much of its soul. This municipality in the county of Halland has around 39 000 inhabitants almost 19 000 of whom live in the central town.

The town has a big harbour and fishing, based on Glommen harbour, plays an important role. The main industries are manufacturing and commerce. Agriculture is also of great importance.

Falkenberg has a number of activities linked to the pleasures of the table, including Sia ice cream, the small water mill at Berte, the dairy with its cheese production and the genuine brewery tradition. The local economy is developing strongly and the municipality is a pioneer in the environmental field - partly as a result of widely noted investments in solar and wind power and in biogas.

Few Swedish municipalities can compete with Falkenberg in terms of the number of museums per inhabitant. The largest one is Falkenberg Museum, placed in an old grain store. Exhibits here describe local history with an emphasis on crafts and industry. There are also the "old town museum", a stone and fossil museum, a photography museum, the comic museum Comic Land, the studio of the painter Sverre Nilsson, a country store museum and the Ecological Museum, which is spread over the area of Ätran valley. The Gekås Store in Ullared is the biggest tourist destination in Sweden with over 3 million visitors annually; hardly surprising that Ullared sometimes acts as a signpost for the whole of Falkenberg municipality.
Green and vital city with good architecture
The conclusion drawn from the public's own views was that the design of the heart of the town centre is important to everyone. People want a warm and pleasant town that is pedestrian-friendly and vital and has good architecture and plenty of greenery. Questions concerning local economic development also came up, as people felt it is important to create jobs, keep young people in the municipality and ensure Falkenberg does not turn into a "pensioner town" or a "dormitory town."

Views from the public:
- Keep our small town idyll.
- More greenery in the centre. Green the town square and get rid of the cars.
- Less traffic in the centre and turn the centre into a pedestrian area.
- Too many empty premises in the centre.
- Too many pubs, pizzerias and cafés in the centre.
- Support the development of small businesses.
- Tourism is important. Do more to market Falkenberg.
- Unemployment must go down.
- Invest more in schools, care services and higher education.
- More leisure activities for young people.

Planning information
The purpose of the questionnaire was to provide additional information in work on the comprehensive plan. The result shows that the method is perfectly adequate for this purpose but that it can also be used as a basis for local discussions on urban development between planners, decision-takers, political associations and the public. The method helps to bring forward opinions from people who do not usually express any views in the traditional planning process.

Experience
The experience of the Falkenberg study points to a number of concrete suggestions:
- Check to see if there are any other questionnaires around (questionnaire fatigue?)
- Check the Personal Data Act
- Send reminders
- Use the local paper
- Don't ask questions that are too intrusive.

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SUNDSVALL MUNICIPALITY
Local environment issues integrated in land-use planning

Sundsvall became a town as long ago as 1621, but it was an accident that gave the town centre its present form. On Midsummer Day 1888 old Sundsvall burned down and 9 000 people were made homeless overnight. The town was soon rebuilt again, but this time the main material chosen was stone. The architectural ideals – parks and avenues – were drawn from Europe. So the present form and design of the town have their origins in the late 19th century.

Sundsvall municipality, which is in the province of Medelpad, has some 93 500 inhabitants, 50 000 of whom live in the central town. Its location in the centre of Sweden and the good communications to and from Sundsvall make the town an important hub in northern Sweden. The municipality is a traditional commercial and industrial region, but forestry has also had a dominant role. The largest companies are Svenska Cellulosa AB, the Telia Group, Metso Paper, the Post Office Group, Akzo Nobel, Kubal and the Swedish Patent and Registration Office. There is also an important harbour in the central town.

The Mid Sweden University is an important engine in the development of the town. The University and its Sundsvall campus are growing steadily and aiming at full university status. Sundsvall spends more on culture and recreation than the Swedish average. There are first class facilities for art, music, theatre, arena sports and outdoor recreation. Sundsvall has won a number of awards including Student Town of the Year in 2000, Town Centre of the Year in 1999, Pop Town 99 and Cultural Municipality of the Year in 1991. Sundsvall will soon be the site of Sweden’s first international casino, Casino Cosmopol.

Intensive environmental work
The new Sundsvall, built after the town fire in the 19th century, was intended to avoid similar disasters. Sustainability has however been neglected in many areas apart from fire safety in the continued expansion of the town. Housing development is dispersed, out-of-town shopping and commerce is tending to take the life out of the town centre, old industrial waste has still to be dealt with and the traffic situation in the town is not satisfactory.

A good environment has now become an important issue for the development of Sundsvall municipality. Sundsvall is to be a municipality with a good environment that is in ecological balance, where people can live in good health and enjoy nature.

To ensure sustainable development for the town great efforts have been made to clean up old environmental sins. In the 1990s the municipality’s environmental work was very intensive. In 1997 Sundsvall’s Agenda 21 was adopted as a guide for environment and development in the coming 25 years.

Local Agenda 21
This document states that every stakeholder in the community has a duty to take part in environmental work and to find their own paths to achieve the common goals. This work should be guided by the wishes and ideas of ordinary people, since experience has shown that people become more interested when there is an opportunity to influence things. Nine goals are to act as signposts towards a sustainable Sundsvall in the year 2020; these are goals for knowledge, power, health, housing, nature, consumption, production, energy and waste. The goals that are to guide the other goals are knowledge, power and health.

Knowledge is need for the ecocycle adaptation of businesses, to reduce the strain on the environment and to create good local environments. Power must be shared in such a way that everyone receives information and can take part, cooperate and exercise influence. Sound and healthy environments must be created both indoors and outdoors to provide good conditions for health. Together with healthy and drug-free environments a good social network and meaningful employment are fundamental to people’s well being. These goals will guide work on the municipality-wide comprehensive plan, which has already been started through a range of consultations.

Public participation in the Inner Harbour
On the basis of the Agenda 21 goals Sundsvall municipality is working to develop and renew forms for democracy and public participation. Four key concepts in this work are seen-affected-needed-involved. One interes-
ting example of how the municipality is working on citizen influence is the transformation of the Inner Harbour in Sundsvall.

As part of work on developing Sundsvall’s Inner Harbour an exhibition has been held to present four alternative proposals drafted by architects. In the summer of 1999 a questionnaire was linked to the exhibition to give Sundsvall residents the opportunity of saying what they wanted to happen to the Inner Harbour. There was a good response to the questionnaire, about 1 000 replies. Cafés/restaurants, a park, a guest harbour and premises for entertainment/recreation/culture topped the wish list. Women and men set the same priorities. They also did so for hotels and offices, which ended up at the bottom of the list. When asked to choose between the different architect proposals people preferred the one containing a park and small-scale development.

Work on the Inner Harbour has continued with a programme exhibition in the summer of 2000, at which the municipality presented a consolidated proposal for the development of the Inner Harbour area.
In the Stone Age there was a settlement at the mouth of the Göta River. However, the development of modern Göteborg only began in 1619 at the initiative of King Gustav II Adolf using Amsterdam as a model. The town plan was drafted on a Dutch model with canals and fortifications. The old moat around the city centre still exists as a reminder of the city’s defences.

Today Göteborg harbour, which is one of the largest in the Nordic region, accounts for a significant proportion of Swedish exports and imports. More than thirty direct shipping services link the Nordic region with destinations around the world via Göteborg. Closeness to markets and excellent infrastructure are one of the explanations for the good business climate in the region.

The industrial tradition of the Göteborg region has laid the foundation for internationally renowned companies like Volvo, SKF, Esab, Astra Hässle, Saab Ericsson Space, Ericsson Microwave Systems and Hasselblad. Transportation and wholesaling are, alongside engineering, the most characteristic features of industry and commerce in the Göteborg region.

Today Göteborg has some 460,000 inhabitants. For administrative purposes the municipality is divided into 21 city districts run by district committees. With 45,000 students at Chalmers University of Technology, Göteborg University and the Göteborg School of Economics and Commercial Law, Göteborg is the second largest university city in Sweden.

Göteborg is also one of the leading event cities in Europe. It has places like the Ullevi sports complex, the Scandinavia Exhibition and Congress Centre, Liseberg Amusement Park and events like the Göteborg Film Festival, the Trad Jazz Festival, the Göteborg Song Festival, the Night of Culture, the Göteborg Party and the Gothia Cup.

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environment work. Local educational ma-
terial on the environment, “Get to know
your Bergsjön”, has been produced to
spread knowledge about the history of
Bergsjön. In a next step, the schools are
working with the National Heritage Board
to get to know Bergsjön, their local district,
and concrete as a material. In co-opera-
tion with the City Traffic Department they
are taking part in the improvement of tram
stops, which are going to be enhanced with
the concrete slabs made by the children.

Environmental improvements
in co-operation
In the housing area on Siriusgatan a
development process with a swarm of networks and activities has been in
progress since the early 1990s. The physical manifestations of this work
include the exciting anthroposophy-inspired colouring of the apartment
blocks. The activities include ecological buildings, car co-operatives, a marsh
park, an ecological urban farm, recycling stations, composting, herb gar-
dens and ecological growers associations. But first and foremost the
development work has generated involvement among, and increased
influence for, residents. By working on things that affect everyday life, by
seeing ways forward and by seizing opportunities and promoting highly
committed and motivational residents it has been possible to turn round
the negative trend in the area. In other housing areas property-owners are
now joining forces to carry out improvements and turn round developments
along with residents and other actors. The ecologically oriented improvement
of Bergsjön Centre will be started in the autumn of 2001. Siriusgatan is a
model for environmental and development work in the city district.

Labour market measures
Working at one and the same time on labour market measures, integration,
knowledge development and Agenda 21 generates gains for the community.
For many years the district administration, Familjebostäder (a city housing
company), the Association for the Promotion of Adult Education and the
local Tenants Association have been co-operating on a Recycling House. At
the Recycling House unemployed Bergsjön residents work in the café, in
the second-hand shop and in various workshops for recycling and
cultivation. Six new cultivation areas have evolved. The media workshop,
the keep-fit workshop and the labour market co-operative are activities
under development.

National government support
Several housing areas in the metropolitan regions have similar problems to
Bergsjön. The government hopes to be able to turn round developments in
these areas by applying a national Metropolitan Policy and providing extra
resources. Bergsjön is one of 24 housing areas selected to receive additional
resources in the period 2000-2003.

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NYNÄSCHA MN MUNICIPALITY
Change begins in the housing area – the example of Backlura

Community work
Nickstahöjden, usually known as Backlura, is one of the housing areas from the Million Homes Programme of the late 1960s and early 1970s. It consists of high-rise and low-rise blocks and row housing, built in various phases between 1970 and 1990. When a refugee reception centre was sited in the area in 1993, people began to move out. In connection with this, a project was started to build bridges between residents. Various networks and group activities were started. Initially community work was intended to be a relatively short-term project, but it increasingly turned into an ongoing process that responds to the new needs that arise all the time.

Close co-operation
A network of partners was established, between the police, the job centre, sports clubs, the church, various municipal departments and the Parks Department. Effective co-operation was established and the participants had different approaches to problems, different tasks and different responsibilities. The partners developed the working method jointly without any instructions from the top. Today it is primarily the Social Care Department, the Child and Education Department and Nynäshamnsbostäder, the municipal housing company, that are leading the work. The municipal housing company was a strong driving partner from the outset and had a co-ordinating role among municipal departments.

The physical environment
One of the first measures taken was to start working on the outdoor environment and greenery. A gardener was hired and a working group consisting of various immigrant groups from the refugee reception centre was set up. Through co-operation with the job centre long-term unemployed people were involved in concrete work on the area. This resulted in a big boost for the area: for example a piece on land with a burned-down pre-school was transformed into an activity park.

The participation of young people
In the summer young people living in the area, mainly those with immigrant backgrounds, are hired as summer workers. They take part in work on outdoor maintenance, grass cutting, planting, improving play areas, etc. These summer jobs are often an important part of the young people's social networks, also providing them with their first references for future jobs. The young people in Backlura are seen as important to the development of the housing area. They have formed their own youth council, Backlura Youth Council, which is working to make the housing area even better. Another aim of the Council is to provide models for the younger children. The Youth Council gives the young people practical knowledge.

People found Nynäshamn an agreeable place to live as early as in the Stone Age. Rune stones, burial mounds, etc are evidence of settlements from the Iron Age. In Nynäshamn there are some 200 areas of ancient remains.

Nynäshamn municipality with its around 23 000 inhabitants is like a peninsula in the southern part of the Stockholm archipelago enclosed by water with deep bays that cut into the landscape. The sea dominates the life of the town and the harbour is full of life in the summer. One of the reasons for the foundation of Nynäshamn is that it offers the perfect location for a harbour. At the beginning of the 20th century what had been a small fishing village was transformed into a centre in Sweden for ferry traffic to Gotland and Russia. Nynäshamn is still the centre of traffic to Gotland, but now ships also go to Poland and to the Gotska Sandön island, a national park.

In the municipality there is housing in both apartment blocks and single-family homes, in the pleasant garden town of Nynäshamn, in the cultural district of Sorunda, in Ösmo with its nearby forest, rich in mushrooms, and in Stora Vika with the sea and countryside as neighbours. In Nynäshamn the distance between housing and the sea is seldom more than 1 000 metres. The high-rise housing in the Heimdal area, designed by Alvar Aalto and built in the 1940s, is a familiar landmark for all seafarers on their way into Nynäshamn harbour.

Many well-known Swedish authors have drawn impulses from the district with its rich and varied cultural traditions. August Strindberg, Moa and Harry Martinson, Ivar Lo Johansson and Lars Widding are among the important authors who have lived in the district and been inspired by it in many well-known works.
of democratic working methods. They choose by themselves what issues to get involved in; for example they have taken over the running of the football pitch in the area.

Activities
In the autumn of 1997 a care education programme was started in Backlura, as part of the national Adult Education Initiative. This course, which is held in converted apartments, has produced results that exceed expectations and is planned to continue for some time to come. The course trains nursing auxiliaries as assistant nurses. In the period 1997-2000 more than 200 students have completed the course. Many have continued their studies and specialised in care of dementia patients. Following their successful study results many students have applied to university with the aim of becoming registered nurses. An extra stimulus has been that one of the three-storey apartment blocks in the area has been converted into group housing for dementia patients while the courses have been running. Several students have been able to watch their new workplace being built outside their windows.

It is important to make use of the knowledge and involvement of residents. Premises have been provided for group activities where people with different nationalities meet to sew, bake or take walks while practising Swedish at the same time. They have also laid out an herb garden together.

The aim of these activities is to make Nickstahöjden an attractive district. Work is organised in three projects: popular education, construction/ecocycles/environmental management systems and energy and resource management. The starting point for this work is "people in focus" and sustainable development according to the Habitat Agenda. Much effort is devoted to changing attitudes; people must be made to see the opportunities and to believe in them.

The future
Much has happened since the project in Backlura started. The process has changed and developed all the time, but the strategy has remained unchanged from the outset. It does, however, take a long time to build up relations and networks, because most of this builds on personal contacts made when people use the area. The most important aims are more meeting places, commercial service, more local associations and the development of local business.

Greenery, art and design
In addition to work on social processes (the bottom-up perspective) work is in progress on the outdoor environment. The artistic and aesthetic design of the area is bringing new dimensions to living there. A novel and exciting proposal has been drafted together with prospective landscape architects from the University of Lund at Alnarp and the National Public Art Council.
Malmö was hit hard by the recession in the 1990s. Structural change in industry and the economy, the relatively low educational level of Malmö residents and strong immigration helped to deepen the crisis. The city quickly had a large proportion of its population outside the labour market. However, the crisis and unemployment had very different effects in different parts of Malmö. The effects were worst in housing areas that were among the poorest and least attractive to begin with.

Segregation

Segregation in Malmö is economic, social and ethnic in character. This means that people with different backgrounds are separated geographically from one another and live in different city districts. The lack of a sense of community and of social cohesion is one of Malmö’s major problems today.

Structural weaknesses

These problems cannot be explained solely in terms of the recession in the 1990s. Malmö’s difficulties are mainly structural and they have existed for more than 20 years. In the Rosengård district the proportion of immigrants has always been very high at the same time as children account for a third of residents. In this district there is no natural way to learn to speak Swedish. In addition most children have unemployed parents without access to the normal arenas in the community. School performance is often weak and the high dropout rate from upper secondary school is alarming.

Work on change

Work on change is in progress in Malmö’s distressed districts based on the view that these districts are development areas. The aim is to increase integration and to focus on the situation of children and young people. The city’s policy is to promote increased integration, emphasizing participation and democratic development in particular. This means that to achieve results everyone must participate actively. One aim is that working life, housing, culture and meeting places are to be open to everyone.

Integration plan

Integration requires reciprocity and is therefore an issue that affects everyone who lives and works in Malmö. Malmö’s Integration Council has produced a vision of a community with a common language, common legal standards and common meeting places. Politicians from all the parties represented on the Municipal Council sit on the Integration Council.

As the politicians need a wide range of information in their work the Integration Council has prepared an action plan to promote integration in
the City of Malmö. The City's policy for integration also forms the basis for the local development agreements that have been signed with the national government's Metropolitan Delegation.

Local programmes
In addition to action for housing, adult education and schools, the local action programmes also contain an invitation to residents to work for a better environment, stronger social networks and greater local democracy. Working together makes people proud of their local environment, which is, in turn, necessary for a sustainable community.

Here are some examples from different housing areas:
- In Holma self-management of housing and courtyards has been started. This has resulted both in greater integration and in a better local environment.
- In Augustenborg residents have made their traffic environment better and safer as part of an Eco Town project.
- In the inner city area of Seved-Sofielund property-owners have formed an association in which they are working along with residents for a better traffic environment.

Access to rich supplies of herring was the reason for the foundation of the little...
Agenda 21 - an active process

Agenda 21 work in Stockholm has focused on reach-out projects involving the active participation of, and a broad dialogue with, the public, business people, researchers, people active in voluntary organisations, city staff and decision-takers in the city. One of these projects is aimed at developing, monitoring and reporting indicators that support and stimulate processes of sustainable development in Stockholm. How can we make Stockholm a better city to live in? What issues are important? Suggestions for indicators have been developed in various ways, including round table conversations, reference groups, campaigns and seminars. After collation and processing 17 indicators have now been presented.

Indicators for sustainable development

Each of the 17 indicators represents an important area for sustainable development. As they include ecological, economic, social and democratic issues they can, taken together, give an overall picture of the development of the city. Facts, data and measurement series are now being collected and analysed. Some of the indicators will be based on existing statistics while others will be based on new surveys of the public.

Trends must be made visible

The ambition is to report the trend for each of the 17 areas identified every year starting in the autumn of 2000. Is the development of the indicator positive, negative or unchanged in relation to a desired and sustainable direction? What is the rate of development? Will this make Stockholm a better city to live and work in? The ambition is to report the indicators at city district level to promote local support and acceptance. This is a way to make important issues in a district visible and to compare the development of different districts.

Indicators accessible to everyone

All Stockholmers must be able to access the report. Attempts will therefore be made to establish cooperation with local media. Individual indicators must also be visible in people’s everyday lives; for example, in a food store the sale of eco-labelled goods can be shown or on a bus people can see whether the proportion of trips by public transport is increasing or decreasing. A home page on the Internet will give additional information and suggest actions that can lead to changes.

The indicators will be used actively when businesses, schools and organisations adopt them and work with one or more indicators related to their

Erik IX, who became King of Sweden in 1150, adorns the City’s coat of arms. According to legend King Erik was a generous ruler, a just legislator and a devoted Christian. At the end of the 12th century he was chosen as the patron saint of the Swedes, and over time he became the special patron of Stockholm.

Stockholm was founded as long ago as the 13th century. Its location at the mouth of Lake Mälaren was strategic both for Baltic trade and for the protection of Lake Mälaren. After Gusav Vasa had occupied the city in 1523 and was crowned King, Stockholm became the seat of Swedish government.

Stockholm is the most populous municipality in Sweden with its 740 000 inhabitants. For administrative purposes the city is divided into 18 districts run by city district committees. The metropolitan region, known as Greater Stockholm, consists of 22 municipalities and has a population of 1.8 million. The capital area is the largest industrial region in the country with a multitude of companies and workplaces. This concentration in Stockholm has resulted in over-heating, particularly in the housing market and the traffic sector. The need for land for expansion has led to increased density in the built environment and to a transformation of older industrial areas into housing areas.

Stockholm with its water and islands is a very attractive city. A quarter of the area of the inner city consists of water. These waterways lead direct out to Stockholm’s sixty kilometre long archipelago with some 24 000 islands and skerries. Every year hundreds of thousands of Stockholmers and tourists take holidays here. The very popular and beautiful archipelago attracts many people on excursions. In the National City Park, which includes the Djurgården area, you can enjoy a unique mix of culture and nature.

The successful, long-term environmental work in the city has led to a series of concrete improvements to the natural and local environment. As a result of these successes, along with Agenda 21 work in Stockholm, the city has won awards like the European Sustainable City Award in 1997 and the Best Outdoor Recreation Municipality award in 1999.
own activities. They can then supplement these indicators with indicators of their own to stimulate active, local work for change. The facts and results obtained will, it is hoped, lead to discussions, ideas for action and reports to customers and the public. A network will be formed to provide support in this work.

## Indicators to support the Agenda 21 process

### Environment
- Energy consumption per citizen
- Amount of household waste per citizen
- Amount of heavy metals aggregated in the city
- Emission of carbon dioxide per citizen
- Number of days with good air quality
- Share of public transportation compared to total commuting

### Economy
- Level of employment
- Level of education
- Share of eco-labelled foodstuffs

### Social development
- Proportion of people having asthma
- Proportion of people feeling financially secure
- Proportion of people afraid of violence
- Time children spend with adults as they grow up

### Democracy
- Proportion of people active in NGOs
- Election turnout among first-time voters
- Proportion of people who feel they have a stake in society
- Proportion of young people, under the age of 25, who feel they can influence the development of society

## The process continues

During 2000 Agenda 21 work in Stockholm will focus on spreading these indicators among Stockholmers and on building support and acceptance. This is long-term work that will continue to stimulate discussions, dissemination of knowledge and new action. The indicators being used now are neither final nor perfect. As the process and developments continue, the indicators will be supplemented or replaced by others. This is necessary for the continued process.

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The aim of the project Green and living courtyards is to offer residents and property-owners help to develop their courtyards and make them greener, more pleasant and more ecocycle-adapted. Photo: Daina Måsviken.

Greenery and health
For many city residents their own garden and the city's parks are their only contact with nature. At the same time, many courtyards in Stockholm's inner city are drab stone deserts. To alter this a project has been started with the intention of renewing housing courtyards, schoolyards and parkland. All city district administrations in the inner city are co-operating in the project, which is called Green and living courtyards. The aim is to offer residents and property-owners help to develop their courtyards and make them greener, more pleasant and more ecocycle-adapted. Residents and property-owners are themselves responsible for the changes while the City of Stockholm supports them with inspiration, knowledge and contacts. At least 50 courtyards in the inner city are going to be transformed into green and living courtyards to help to make Stockholm a more sustainable city.

The background to this work is an awareness that greenery and health are related but also that people want a greener city, more meeting places and less traffic.

Changes in life styles
The long-term aim of the project is sustainable development and changes in life styles in line with Agenda 21. The aim is to bring nature closer to metropolitan residents in their everyday lives. This means more meeting places for rest, play, recreation and experiences of beauty. By gaining more knowledge individuals and groups are to be given the opportunity to influence their physical environment and lifestyle in the direction of more environmentally aware behaviour.

Democratic process
The aim of the project is to be achieved by building networks in and between courtyards. In the autumn of 1999 a number of inspiration meetings were held that were open to everyone who was interested. Then residents began to work on producing ideas. The intention is that residents and property-owners will be responsible for actual implementation. One important part is the democratic process. No individual projects may be carried out without the support of everyone affected.

The task of the project co-ordinators is to arrange seminars, round-table conversations and study visits and to stimulate new ideas but also to establish contacts between people active in different courtyard projects. The
The project is part of the city’s Agenda 21 work and is financed by the city district administrations with support from the central city level and from the national government’s Local Investment Programme (LIP).

Declaration of intent
Before starting the shared task of altering a courtyard a declaration of intent is written and signed by the property-owner, a representative of residents, the local Tenants Association and the project manager. The purpose of the declaration of intent is to clarify the expectations, responsibilities and commitments of the people involved.

The work is implemented in four stages

1. The vision
   People meet and formulate a common vision based on problems, wishes and needs. To be able to identify potential problems and conflicts and to form unified perspectives good planning tools are needed and everyone must also have the opportunity of taking part.

2. Gathering knowledge
   On the basis of the ideas that have emerged in work on the vision people continue to gather facts and information. The process manager contributes knowledge and gives hints about ways of finding more knowledge. The project group arranges and finances lectures, seminars, study visits, courtyard tours, an information centre, etc. Experts on different areas are involved as required. A special “courtyard group” is organised to keep the process moving forward.

3. Planning
   On the basis of the knowledge acquired and the time, energy and capability of the people involved one or more proposals are formulated. The proposals can be both long term and short term. Then priorities are set and the financial situation is clarified. All residents and people affected are given the opportunity to take part in this important work and, by doing so, to influence developments.

4. Implementation
   The proposals agreed on have then to be realised. Decisions are made on how to carry them out; for instance, if everything is to be done right away or if the work is to be divided up into phases, if the work is to be done by contractors or by the people involved on their own. The property-owner is responsible for final design and procurement.

The participation of children and young people
The project addresses schools and pre-schools to create educational schoolyard environments where children can play and develop. Children often have a more creative eye that generates ideas to work on. For example this work has resulted in the creation of more play space and opportunities for outdoor play in slightly different forms like regular games and climbing horses. The children have been a great source of inspiration in the courtyard processes, and because they are capable of being more open-minded they have found new solutions that adults had not thought of.

The later classes in senior comprehensive school have growing plants on their timetables and they have formed a garden group. The pupils draw visions of how their schoolyard can be designed and then they put the greenery in place and look after cultivation areas.

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Gotland Municipality
Sustainable development on Gotland

Partly as a result of the Hanseatic League Gotland has historically been an important link in trade between the countries around the Baltic Sea. Visby, the old Hanseatic town inside the ring-wall, was placed on the UNESCO World Heritage List in 1995. Past and present come together in the town as a result of the ring-wall, more than 200 medieval buildings, church ruins and a beautiful cathedral. The new regional university is in the historic town and is helping to retain a living town centre with room for both housing and workplaces.

Gotland is in the middle of the Baltic Sea, ninety kilometres from the Swedish mainland and 130 kilometres from the Baltic countries. The island, which is almost 180 kilometres long and 50 kilometres wide, has a population of 58 000. Just over 23 000 people live in Visby, the only town on Gotland.

The island offers good local environments and a strong regional identity. It has a well-preserved tradition of people having multiple occupations and it is a favourable location for the development of alternative energy sources. Given its distinctive countryside and its rich cultural heritage there is also good potential to further develop tourism.

The municipality has 650 000 visitors per year, mainly from Sweden but also from Germany and other European countries. In 1999 Gotland won a competition for the best tourist destination in Sweden. The stream of visitors is perhaps not that surprising as Gotland also won the sunshine league (most hours of sunshine) in the summer of 1999.

By tradition buildings are constructed with materials available on the island. Gotland’s limestone buildings, plaster-walled wooden buildings and small plank houses of oak are examples of building types with a centuries-long tradition. Today the stone tradition for urban development has evolved into construction using prefabricated concrete components. This production is also local. The buildings of the future in the countryside may possibly be made of the renewable resource of hay.

Eco-municipality
Inspired by the UN Environmental Summit in Rio in 1992 Gotland municipality decided to start its own Agenda 21 work and to become an eco-municipality. A special “Eco Group” was formed and given an organisational placing in the regional development unit of the municipal director’s department directly under the Municipal Executive Committee. The Eco Group is working for more effective co-operation between the municipality, local business, households and voluntary organisations. Their working methods are characterised by a bottom-up perspective, network building and information and training work. For some years the Eco Group has been collecting good examples of sustainable development on Gotland. Energy, tourism, agriculture, waste and water supply are priority areas in the work of the Group.

Eco-safaris
Private firms have taken up the Eco Group’s idea of organising trips with an ecological orientation, or eco-safaris, for different groups of visitors. On a safari people visit technology companies, administrations and other places that have an ecological profile.

Flowering roadsides
Another project is about special management plans to creating rich and flowering roadsides. After several years’ work there are now no less than 500 different plant species along the roads of Gotland. This good result has been achieved by careful management and because the salting of roads on the island ended 15 years ago.

Ecocycle pre-school
In Klintehamn the municipality is developing an ecological profile for Holken pre-school. The pre-school’s educational activities feature an extensive environmental programme, including waste separation and composting. There is an ecocycle building that houses plants, composts and the endangered Gotland hens. The pre-school makes its own food, which helps to close ecocycles.

Outdoor classroom
Rone School is turning the whole school playground into one big outdoor classroom. It contains plants, compost, wind turbines, pools and lots more. A large part of teaching at the school takes place in the outdoor classroom.
Waste and waste separation
Visby Hospital has been selected as one of the greenest in Sweden. The hospital has succeeded in halving waste quantities by waste separation and composting. Work is also under way to reduce water and energy consumption.

Water re-use pools
Almost 5 800 Gotland residents have their wastewater purified in re-use water pools. Generally there are two bio-pools and three storage pools. The water can then be used for irrigation in the dry summer months or be released directly to a recipient.

Wind power
At present there are 130 wind turbines on Gotland. Näsudden, which is in the southern part of the island, has the largest wind farm in Sweden with more than 70 turbines. There are also five sea-based turbines and more are planned. At present wind power accounts for some 15 per cent of total electricity use on Gotland. This makes wind power an important part of the island’s renewable energy sources. The municipality’s long-term goal is that Gotland should be completely fossil fuel free.

Biofuels
Gotlands Energiverk AB, the municipal energy company, has invested in biofuels for the production of district heating. At present 80 per cent of all district heating is based on biofuels. On the island there are also three commercial filling stations for rapeseed methyl ester (RME). Efforts are also being made to start up ethanol production, not least as an important export product. Another project is preparing the space heating of buildings using biogas.

Ecological farm production
Many farmers are involved in environmental work and are trying to have their production quality assured. Just over 6 per cent of the cultivated area on Gotland is now approved by KRAV, a Swedish organisation for the certification of organic production. On the island there are several shops where people can buy direct from the farmer. These shops are becoming more and more important as ordinary food stores in rural areas are closed and the centralisation of retail services in Visby increases.

Living on farms
“Living on farms” is an increasingly popular part of the local tourism programme. On the whole, new ideas and methods are regarded as important for sustainable development on Gotland.

A shared perspective
The municipality’s comprehensive plan Vision Gotland 2010 sets out the goals and strategies required to achieve the municipality’s environmental ambitions.
Luleå is an old Swedish town founded in 1621. The town has grown up where the River Lule flows into the beautiful Norbotten archipelago. Much of the built environment in the town has a waterfront character.

The municipality has 71,000 residents, some 60,000 of whom live in the central town. The town was already an important meeting place and trading site in the Middle Ages. Today Luleå is still a communications centre mainly for the transport of ore, steel, oil and general cargoes but also for transportation between sea, rail and road transport. Luleå harbour is one of the largest in Sweden and is open to shipping throughout the year. Kalix airport and other infrastructure also make the town a hub for passenger traffic to and from northern Sweden.

With its geographical location Luleå is a natural hub in the Barents region. There are direct links to Murmansk and Archangel in Russia. At present a number of development projects are underway to strengthen Luleå’s position as a communications centre, not least in telecommunications, computing, media and culture.

Luleå’s economy is a mixture of industry, education, research and knowledge production, public and private services and commerce. Its industrial firms are at the forefront of international competition. For example, Swedish Steel AB and Plannja are leading firms in their industries, and Luleå also houses Mefos, which is one of the largest metallurgy research centres in Europe. Norrbotten’s air force wing is another high technology workplace. High technology and IT are growth areas that the municipality is strongly involved in, partly through its support of research and the establishment of companies. The university’s study programmes, with some 9,000 students, are of interest to both students and business.

Eco-municipality
Luleå municipality has been working on Agenda 21 since 1994, when it decided to join the Association of Swedish Eco-municipalities. In its work for sustainable development the municipality has set up the goal that Luleå will be:

- A community with an ecological perspective, high quality of life and good health.
- A community that is sustainable and builds on the principle of ecocycles.

Broad participation
In work on the Agenda 21 in the period 1995-97, the approach chosen has been the important issue, i.e. starting up a broad process with lots of participants. Over 6,000 Luleå residents have taken part in courses and meetings, talked, discussed and submitted ideas. As part of this work people have used environmental guides, produced a children’s book and music, toured with a theatre show, held a vision workshop and carried out round-table conversations. Luleå municipality, acting in its capacity as an employer, has held environmental courses for all staff and politicians. The municipality has also decided to set environmental criteria in all purchasing.

Luleå’s local Agenda 21 was adopted by the municipal council in August 1997. Sustainability indicators have been developed in round-table conversations to measure how well the goals of the Agenda are being achieved and what progress is being made towards becoming an eco-municipality. The first report using these sustainability indicators was made in February 2000.

All Agenda 21 work was evaluated in the autumn of 1996 by means of a questionnaire to all Luleå households. One result of the survey was that 60 per cent of all Luleå residents were aware of the municipality’s intention of becoming an eco-municipality.

Nature conservation plan
Municipal planning includes work on various development projects, such as the construction of an international freight airport in Luleå and the establishment of new nature reserves and a new nature conservation plan. In its recently adopted nature conservation plan the municipality has set up goals for future nature conservation work. The emphasis is on the preservation of bio-diversity.

Recycling market and recycling centre
Luleå municipality has a service, the recycling market, to which households and businesses can bring furniture, building materials, bric a brac, etc. for re-use. Households can leave garden refuse, bulky refuse, combustible refuse, packaging, electronics, white goods, etc. at the recycling centre.
EcoArena
To illustrate sustainable development in practice an EcoArena is now being built near the recycling market. The EcoArena demonstrates the growing, storage and processing of vegetables, renovation of buildings, energy solutions, etc.

Pre-schools
Luleå's pre-schools are working for the environment in a number of ways. They use cloth nappies and washcloths, they sort and compost waste, they produce their own paper and have their own scrap workshop, they produce their own eggs and have their own vegetable gardens. Agenda 21 has been brought to life for the children in a children's book supported by a music cassette and a guide.

Child culture centre
The Kotten child culture centre offers pre-school staff courses at which they can bring to life various ecocycles in water, air and soil and learn to work with a range of materials. Music, drama, play, song and movement are used to let the children use all their senses to experience environmental work.

Luleå environmental school
Luleå environmental school has been started to inspire, assist and develop environmental work in Luleå schools. It is the collective name for an environmental bus, in-service training activities, an educational network and Vallen ecocycle school. Every year staff at some of Luleå's schools are given training by the school. About 4 000 pupils visit Vallen every year or go on excursions in the bus.

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Pajala municipality is set in the middle of Torne Valley in the North Calotte region and is a border municipality in Norrbotten and Lapland with some 7 800 inhabitants, over 2 200 of whom live in the central town. Pajala mostly consists of forestland, and some 30 percent is marshland. The municipal coat of arms symbolises the Byzantine metal plate coins produced by the by the local mint in the 17th century and the green colour symbolises forestry. The waves symbolise the Torne and M uonio rivers.

The first settlers in the Torne Valley were Finnish burn-beating farmers who largely lived on hunting and fishing. Pajala was still a large agricultural village in the 1940s. Historically Pajala's geographical location has made it a natural trading centre for products from this industry. Pajala Fair, dating back to the 18th Century, is evidence of this.

Most of the settlements and villages are concentrated along the river valleys with their good agricultural land. One important distinctive feature is the large number of villages spread across the municipality. 82 villages are inhabited today. The “Torne valley farms”, the cultivated water marsh and the rivers are other distinctive features of the municipality.

The municipality bears the stamp of its multicultural history, during which the meeting of Finnish, Sami and Swedish cultural traditions has shaped the Torne Valley identity. The present large municipality of Pajala was formed in 1971 by the amalgamation of the former municipalities of Pajala, Korpilombolo, Tärendö and Junosuando. Ever since the municipality has recorded constant population loss. At the same time the roughly 80 villages are being emptied of young people, who are moving in to jobs in the central town, which is growing slowly. The economy of the municipality is dominated by a very large number of small businesses, a sector in which computer and electronics firms, in particular, have grown strongly in recent years. The municipality is the largest employer and AB Krekula & Lauri Sawmill and Keros Leather AB are the largest employers in the private sector. There are also several small businesses, including furniture and window frame carpenters, reindeer husbandry and processing of reindeer meat.

### Agenda 21

The activities of Pajala municipality are based on an ecological perspective, in which public health, cultural, environmental and nature conservation aspects are of central importance. The municipality’s Agenda 21 work is characterised by an ambition to increase local people’s knowledge and awareness by informing them about the current situation in these areas.

#### Knowledge Network

A special Knowledge Network has been started as part of efforts to increase public awareness. The network consists of eight computers placed in some of the villages in the municipality for the use of local people. The network is a development from the women’s computer network Liera that has been built up in Norrbotten. The Knowledge Network is also linked to other networks, voluntary and local organisations, municipalities, etc. Links have gradually been established to RuralNet and the Internet.

### Health

It might be thought that a municipality like Pajala would offer excellent
opportunities for good public health. But a calm, secure and clean environment is not always synonymous with good public health. Studies often point to social factors and their great importance. One of Pajala’s major problems is unemployment. For very long periods of time Pajala has had very high unemployment and resultant ill health.

Local economic development
To increase participation rates in the labour market great efforts are being made to develop the local economy by mobilising initiative in the small villages in the municipality. In Pajala there are no fewer than some eighty villages and small communities spread across the whole area of the municipality. One important objective is therefore robust rural areas that can generate new jobs based on ideas originated and developed locally. The role of government is to support local development work and business ideas and to remove any obstacles that may exist to new forms of co-operation. The measures taken by the municipality include increased use of IT, strengthening small business, increased access to markets and the identification of new partners.

Rural development
The Council of Villages is a non-profit organisation for the co-ordination and development of the 82 villages in the municipality. The Council was started in 1994 on the initiative of the municipality and it helps interest groups and village development groups in their work. The Council of Villages also takes part in consultations on a range of issues.

Planning context
For a municipality like Pajala to survive and develop it is not enough to support the initiatives taken by citizens. The municipality also has to develop in step with the rest of the world. The municipality must show initiative in a number of areas in order to ensure favourable development. Skills, training and willingness to change are necessary. Knowledge intensive industries and good local environments are therefore key concepts for the municipality. The following planning principles have therefore been adopted:
- Future-related and development issues are to have priority in municipal activities. The formation of a municipal development unit is to be studied.
- Municipal planning and activities must build on an insight and a direction that support the expectations of modern people for attractive environments to live in.

In addition the following sectors of the economy are to have priority:
- Forestry is of great economic importance for Pajala municipality as many people rely on the industry for all or part of their livelihood.
- Tourism has a great deal of potential, in fishing for instance. The natural environment is probably the biggest asset the municipality has. Use is already being made of this asset, but large parts of it still remain unused.
- Reindeer husbandry is probably the oldest industry in the municipality. Modern society has had a significant impact on this industry, both through new technical aids and though a range of restrictions. It is important that reindeer husbandry survives for a number of reasons, including the great value it has as a bearer of culture. Genuine and vital reindeer husbandry also has great tourist potential.
The Kalmar area is a long-established settlement region with a history dating back to the Stone Age. The medieval harbour and Kalmar Slott castle have played a decisive role in Swedish history since the end of 12th century. The castle, a tasteful combination of fortification and fairy castle, is one of the best-preserved Renaissance palaces in Sweden. Kalmar's coat of arms, which originates from a 13th century seal, is the oldest in the Nordic region.

Some 59 000 people live in Kalmar municipality, including some 31 000 in the central town. The central parts of the town are characterised by buildings from earlier periods. In the 14th century a ring wall, large parts of which have been preserved, enclosed the town. The town has won the Europa Nosta award on two occasions for its well-preserved urban environment.

Traditionally Kalmar's economy is dominated by the manufacturing and food industries, but the IT industry is also making good progress. Developments often take place in good co-operation between the municipality and the university, whose main specialities are natural sciences and environment, IT, tourism and media production.

The municipality pursues an active enterprise policy to strengthen Kalmar as a business-friendly municipality and is also involved in a range of action to strengthen the tourist industry. Kalmar belongs, along with the islands of Öland and Gotland, to the parts of the country that have most sun and least rain.

Unique advantages
The present profile of Kalmar municipality needs to be strengthened and developed. Work is therefore in progress to market the unique advantages of the municipality and to highlight its image. The municipality's cultural and natural environment, its location near the coast and its well-preserved town centre in combination with its proximity to the island of Öland and the Kingdom of Crystal are assets that can establish a distinctive profile.

To succeed marketing must have strong local acceptance and support. The municipality is therefore trying to create a shared image of the Kalmar area along with businesses, voluntary organisations, the regional association of local authorities and regional organisations. It is hoped this will make the Kalmar area stronger and more successful.

Clear profile
To achieve results it is important to be creative, to have the courage to stick your neck out, to dare to make changes and to be able sometimes to choose new approaches. One good example of this is the efforts of the Streets and Parks Committee to improve the outdoor environment in Kalmar continuously. Their efforts cover everything from an ice rink in the square and unconventional Christmas trees to dazzling displays of flowers in all the colours of the rainbow. Other areas in which efforts are being made to build up a clear profile are the conservation of the historic town centre, events around Salvebyn (a miniature medieval village for children) and the Renaissance and Medieval Days.

Tourist municipality
Over a number of years Kalmar has developed into a genuine tourist municipality with plenty of sights and a good local environment. The municipality is trying to give this image a more exciting presentation that can attract not only residents and tourists but also new business and investors. To be interesting both to tourists and to businesses and individuals a good knowledge is needed of what these groups expect along with openness to respond to these expectations. Their expectations can relate to such varied areas as more attractive residential environments, well-located workplaces, a wide range of cultural activities, shops, commercial services and good communications.

Environmental profile
Kalmar is also working to strengthen the municipality's environmental profile by intensifying work on realising sustainable development. The municipality's aim is to be a reputed international centre for the practical application of knowledge and experience in the environment and in the sustainable development of human settlements.
The major EU project SUREURO, on changes in the Inspektoren housing area, is one example of new thinking in human settlements development. Other examples are Kalmar Dämme, The University’s Teknikum Building, the airport terminal, the Lars Kagg School and investments in district heating.

Ecological development has to proceed in step with social, cultural and economic sustainability. This makes ecocycle adaptation and good management of natural resources and energy necessary. Businesses, products and services have to be attuned to ecology and good ethics.

**Competitiveness**

Kalmar wants to take up a position as a pioneer for sustainable development. This is seen as an important competitive advantage for the municipality and the region. A competitive economy is one necessary condition for success here. Another is well-developed citizen influence. There is strong interest in making the influence of children and young people a profile issue.

The four areas the municipality is now working on are: business and the university, local Agenda 21, infrastructure investments and international exchange.
KRISTIANSTAD MUNICIPALITY

A vital town centre

The heritage from the time when Skåne was still Danish is always making itself felt in Kristianstad. The Danish King Christian IV founded the town as a fortress in 1614. Kristianstad was the first stone town in the Nordic region laid out according to renaissance ideals with a gridiron plan, ramparts and bastions. The town was a stronghold against Swedish attacks and an important source of protection for transport routes in the area. The magnificent Trinity Church, sometimes called the most beautiful renaissance temple in the Nordic region and the rectangular grid, still preserved, are clear reminders of Christian IV. The King’s monogram, C4, still remains the official symbol of Kristianstad and is used in many contexts.

When Skåne became Swedish Kristianstad lost its importance as a border fortress. Today the old town is a centre of commerce, services and business instead. The town’s role as the main urban centre in northeast Skåne has been strengthened by amalgamations of municipalities in the second half of the 20th century. Within the borders of the present municipality there used to be 35 independent municipalities. A distinctive feature of the municipality is therefore still the large number (about 40) of small and medium-sized communities.

The municipality is the largest in area in Skåne county and it has a total of almost 75,000 inhabitants, over 24,000 of whom live in the central town, Kristianstad.

Identity

Kristianstad’s town centre, the old fortified town, is a place full of life and movement. The municipality is keen to reinforce the image of a living town centre with a clear identity by making use of the following four starting points in its urban planning: accessibility, sense of urban space, diversity and urban life.

Accessibility

• The fortified town is the only place where almost all needs can be met in a relatively small area. This is why it is important that it is accessible to everyone, including disabled people.
• Because of its central location in the town the fortified town is to be the centre of the whole municipality.
• The rail and bus stations, with their central location in the town centre, are to be a hub for communications in the town and in the whole municipality.
• The same terms should apply to the town centre as to a superstore, i.e. good access to nearby parking places.

Sense of urban space

There is no doubt when you are in the town centre, and when you are not. The urban space should be clear and unambiguous.

• It should be the part of the town that reflects the history of the whole town and that therefore creates a wide range of impressions.
• The qualities of the gridiron town with its streets and open spaces should be accentuated.
• Material-related qualities that are unique in the town should be made visible.
• The urban space should be a secure place to use.
• The environment should be improved by reducing traffic and putting in place well-developed urban greenery.
• Sculptures and artistic enhancement should embellish the space and arouse the interest of visitors.
• The urban space should be a stage that people, both young and old, visit to see and be seen.

Diversity

• The existing urban character, created over 386 years and under a variety of conditions, should be conserved.
• Existing buildings of both brick and timber provide potential for change and re-use. It must be possible to meet changing needs by adapting the urban fabric without loss of character.
Urban life

- The centre should be a place for mixed uses, where housing, commerce and offices are balanced in a sensitive way.
- The centre should be a place for experiences where art, theatre, film and festivals provide impulses, influence and stimulate.
- The centre should be a commercial focus in competition with other commercial centres. This requires organisation, marketing and co-operation between commerce, property-owners and the municipality.

Clean Town Green Town – changes in attitudes

Clean Town – Green Town is the name of a project started in co-operation between the Christian IV Society and Kristianstad municipality. The project aims to involve Kristianstad residents in their local environment. The motto of the project is that everyone benefits from a clean, green town. People feel better when they live in a green and varied environment. They are happy and more creative. This then provides a favourable setting for children and young people but also for business.

Early on citizens, businesses and local organisations were invited to take part in active co-operation for a clean and green town. The first phase of the project, Clean Town, focusing on the inner town was started in the autumn of 1997. Later Clean Town will be extended to the other communities in the municipality at the same time as a gradual transition is made to the second phase, Green Town.

This project is mainly about changing attitudes and habits and increasing environmental awareness. It is therefore a long-term project, extending over a number of years. The project was presented to the public at the 1997 Christianstad Days.

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Ljungby sprang up at an old crossroads on the Laga Trail and grew at an early stage into a market place and centre of commerce. In 1936 Ljungby was granted its town coat of arms. The wave lines symbolise the Lagaån River, the three hammers industry and crafts, while the wand of Mercury symbolises commerce and business. With its 27 500 inhabitants, 14 500 of whom live in Ljungby, the municipality has a strategic location on the crossing between the E4 European Road and National Road 25.

The economy is dominated by high technology manufacturing industry and graphic industry as well as by firms with a high level of knowledge and research. Almost 70 per cent of the production in these companies is exported. For example, Ljungby has the world’s leading manufacturers of trucks and of containers for heavy materials handling, Kalmar Industries, Swetruck, Svedala Compaction Equipment AB and Ljungby Maskin. Companies in the municipality – Electrolux-Wascator, Bentone and Strålfors – are also world leaders in other product ranges. One very important factor is the business climate that is characteristic of the region. It is based on the social networks built up in co-operation between municipal representatives and business. People meet in a natural way in various organisations and in cultural and sporting contexts.

Ljungby is often associated with the artist Sven Ljungberg and his art museum. The importance of culture for the town is expressed in the many public art works and in a cultural reserve, Ljungby Gamla Torg, the Old Square.

Broad and active co-operation
An important strategy for Ljungby municipality is to establish close co-operation with various groups of citizens and businesses. By preparing the ground for future decisions in its network of co-operation groups the municipality has been able to make changes without any serious problems. For example, the municipality has now succeeded in implementing a town centre plan from the 1980s by working together with representatives of commerce and business. Work on the town centre has resulted in a wide range of shops, restaurants and places of entertainment. The next step, now being taken, is to work together on a new strategy for central Ljungby.

The built environment in Ljungby
The built environment in the centre of Ljungby is characterised by a mix of both materials and volumes. Large parts of the centre were destroyed in a fire in 1953. Then new buildings, typical of the 1960s, were put up. However, some older buildings still stand alongside them.

Ljungby is a typical garden town in which all phases of settlement development in the 20th century are well represented. Blocks of flats rarely have more than three storeys, and they are often set in generous green spaces so that they give the impression of having been built in a park.

The influence of colours
There are colours everywhere in our everyday lives and they often influence us more than we realise. If the colours are appealing they create a feeling of well-being, while colourless environments are often perceived as boring and unattractive and they contribute to feelings of discomfort. We meet the colours of the town in its streets and squares, when travelling in the town, in shops, at school, at places of entertainment, etc.

Identity and character
Many of the buildings in Ljungby have colours and details that give the town identity and character. People often talk about “Ljungbergs’ colours”. The expression originates from a family of artists, the Ljungbergs, who
have set their stamp on much of the urban environment and of the colouring
of the buildings in the town. As master painters, architects and artists the
Ljungberg family has contributed to the distinctive character of Ljungby:
its colours, buildings and designed doors.

The buildings whose colouring Ljungberg has helped to choose are often
used when choosing colours for other buildings, and this is how the Ljung-
berg colours spread. When individual property owners are going to choose
the colour of their facades and doors, they often take walks round the town
to find the colour that best matches the “character of Ljungby.” Colouring
is an important issue for Ljungby as it makes such a significant contribution
to the character of Ljungby, strengthens its identity and adds to the
attractiveness of the town. There are now plans to set up a special advisory
council on the town environment to monitor these colours.

A building inventory, recently carried out by the Småland Museum, will
be used in a cultural environment plan. This cultural environment plan,
which will in turn form part of the comprehensive plan, is intended to
enable the drafting of regulations in future detailed development plans that
will look after this heritage in the best possible way.

Local support

At present no detailed development plans contain regulations about
colouring. The general view is that compulsory plans may actually be
counter-productive and result in the loss of some of the colours that give
Ljungby its identity. Neither plans nor planners can force – or influence –
people to think that certain things are attractive. They can only create a
setting and try to safeguard what is unique and appealing.

The best form of local support is already under development; it is the
growing interest of Ljungby residents in the colours of their town.

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Eksjö was granted a town charter as long ago as 1403. The place arose as a natural meeting place for trade and legal proceedings. Eksjö Old Town is a unique town district that follows a late medieval town plan, and many of the buildings were erected in the 16th Century. As a result of Eksjö’s programme for architectural heritage and its determined work on conservation issues the Old Town has been awarded the internationally respected Europa Nostra Diploma.

The wooden town of Eksjö is located in Småland in the south Swedish highlands. The municipality mainly consists of forest, sometimes giving way to open landscapes and long-established settlements with stone fences. This is the Småland of Albert Engström and Astrid Lindgren. The municipality has some 17,000 inhabitants, with 10,000 in the central town of Eksjö.

Although Eksjö is best known for the wooden houses in the old town and as a military town, it also has a vigorous economy. The local economy mostly consists of small businesses like wood processing, production of timber-frame houses, manufacture of metal goods, newspaper distribution and paint and dye manufacture. The municipality also has several large sawmills. Recently a new resource centre has been started in Eksjö, whose activities include university level courses in building conservation.

Historic buildings
Eksjö is one of the Swedish municipalities with most historic buildings, and the care of old buildings has a prominent role in the municipality. The built environment of the Old Town is one of the best examples in Sweden of a well-preserved wooden town, and the National Heritage Board has therefore classed it as an extremely valuable built environment. The town is one of the few wooden towns in the country not affected by any major fire, at the site of its foundation. Altogether the town centre contains 56 historic buildings. Here developments in, and the architectural history of, a small town can be studied over a period of almost 400 years in the original late medieval town plan.

Town centre plan
In 1995 Eksjö municipality adopted a town centre supplement to its comprehensive plan. This supplement is intended to guide future town planning taking conservation interests into account. At present work is under way on a detailed development plan for the town centre, with the purpose of regulating the management of buildings and street areas taking cultural heritage values into account. The intention is that it should be possible to retain these values at the same time as the town accommodates housing and other activities of the 21st century.

Permit sensitive change
It is important that residents are familiar with their town and can feel pride in it. At the same time the town must be allowed to change. Simply put, changes can be allowed as long as they are not made at the expense of cultural heritage values. Like all other towns Eksjö has changed over time in various ways, such as the architecture of buildings but also street surfaces and courtyard spaces, in order to meet new emerging needs. Despite this the main features of the town have been retained, and with them its identity.

Architectural heritage
Architectural heritage is important for a number of reasons. As the people living in and using this environment today we must be able to like the place and feel good using it. We have to look after the cultural heritage we have been given by our ancestors and hand it on to future generations in good condition and with the additions we have made. We also have to use resources well and not burden the environment more than necessary. To realise an ecocycle society, building in the future should therefore be inspired by traditional practices, as these practices generally employ environment-friendly and resource-saving materials and techniques of high quality.
Retain and clarify identity

Current planning work in Eksjö takes account of the actual appearance of the town, of how residents have used the town over the centuries and of how they are using it today rather than simply applying the general models often used in traditional planning work. The character of the town centre is a synthesis, a conjunction of experiences of the architecture and details of the buildings, the relationship between them and their use, the urban public spaces and the private courtyard spaces. Life in the town forms, together with the town’s typical features, the identity of the town. It is therefore important that the identity of the town, its soul, is clarified so that it is not harmed when wishes for change are to be met.

In work on a detailed development plan the town centre has been divided into nine typical features:

- Shopping street
- Residential street
- Back street
- Firebreak street
- Alley
- Fashionable street
- Open spaces
- Private courtyard spaces
- Semi-private courtyard spaces

As regulations about sensitivity and protection are not always enough, these typical features must be described along with their cultural heritage value. This is relatively easy in the existing built environment. The problems arise when new buildings are to be “adapted” to the existing environment.

Adapting does not mean imitating or producing a pastiche of the original. Instead, it is having the ambition and the will to protect the existing built environment from competition. It is using architectural methods to create new buildings that are as natural in their forms of expression as the surrounding buildings. But they have to fit in with existing buildings and the historical pattern.

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The town of Sölvesborg has its roots in the 14th century when it was important as a harbour and trading town and as a border town between Skåne and Blekinge. The town was built under the protection of the fortress that has given the place its name and that was the administrative centre of Sölvesborg county in Danish times. The town centre has retained its medieval town plan, but all the buildings except the St Nicolai town church are from later periods. The town plan is one of the best examples in Sweden of the regular towns built around squares in the late medieval period. The town centre, with several buildings from the 19th century, and Sölvesborg Castle are national interests for cultural heritage preservation, as is the “New Town”, an unusual example of an avenue plan from the 19th century.

Sölvesborg municipality was formed in 1971 by the amalgamation of the municipalities of Gammlastors, Ysane and Mjällby and the town of Sölvesborg. The municipality has some 16 500 inhabitants, some 8 000 of whom live in the central town of Sölvesborg.

Sölvesborg municipality has a long agricultural tradition, including large-scale breeding of broiler chickens and pigs. The municipality has also some 30 per cent of the country’s mink industry. On the Listerlandet peninsula there are plenty of distinctive fishing villages along Hanö Bay, evidence of a fishing industry long important but now smaller. Although Sölvesborg municipality is now the largest employer there is a higher proportion of new business starts in the municipality than in the county of Blekinge and in the country as a whole. One in nine Sölvesborg residents of working age run their own business.

**A moderate small town**

Sölvesborg is an idyllic town, whose main square is small and whose two main streets are small, narrow and winding. A cosy town whose views range from flashes of water and broad sea horizons to intimate open spaces around cobbled streets.

It is a green town, where the wide expanses of the beech forest on the Ryssberget hills spread into the built environment. Some buildings announce their particular importance while respecting the built environment as a whole: the church and vicarage, the old town hall and, not least, Gunnar Asplund’s Law Courts from 1921, the elementary school and the lower secondary school, the telegraph office and the railway station, the main hotel and the savings bank, the baths and the poor house.

In recent years an art gallery and a museum, an upper secondary school and a library, a modern town hall and a police headquarters have been added, all designed with an eye to the distinctive character of Sölvesborg. Changes have to be made in the townscape of a town that is alive and developing, but it is important that the town’s original identity is not lost in the process.

**The spirit of the place**

Urban conservation and urban renewal demand a constant search for the “spirit of the place”, or its “genius loci”, which – like most spirits – is fleeting and difficult to capture, but which must imbue both new and old. Sölvesborg wants to retain and renew the Swedish small town, preserved in
people's memories but now rarely found in the world around us. The author Anders Claesson has characterised the small town as "a world of a friendly neighbourhood where the country sits right up against town, why not with a garden patch behind the fence, where people care about one another and find pleasure in the small things in life". This is a good description of Sölvesborg, a town that was Danish for 350 years and has since been Swedish for just as long. In the town centre the medieval town plan and the buildings from the early 19th Century blend to form a friendly neighbourhood and living centre.

Stortorget, the main square, has acted as the focal point of Sölvesborg for 700 years. Traditionally public and commercial services have been located close to the square. The idea is that services like the chemists, post office, shops, eating-houses, the church and parish hall, the town hall, the library, the art gallery, etc should be, at most, only a few minutes walk away.

This principle has determined the location of new public buildings, most recently the police station from 1992, which is some 150 metres from the square.

The streets issuing from the main square all follow the medieval town plan and are enclosed by interesting public spaces with buildings constructed after the big town fire in 1801. The cobbles and street-side trees complement the townscape. The idea now is to make the main square and all the streets opening on to it a pedestrian area, where cars will have to adapt to pedestrians.

The municipality has achieved good results by encouraging more housing in the town centre. The new-built apartments in attics, in courtyard buildings and in a few new structures are popular. So the small town's mix of commerce, crafts and housing can be retained.

Conservation without a conservation plan

There is no conservation plan for Sölvesborg's town centre, there is, however, a painstaking inventory of the valuable built environments. The (guardian) spirit of Sölvesborg is expected to indicate what is right and what is wrong. This approach has worked very well up to now and has prevented streets from being widened and interesting buildings from being damaged or disappearing. Despite the influence of the spiritual world it has probably often been a shortage of money that has led to the retention of so much in Sölvesborg. Then, when a building has managed to achieve a high enough age, the architectural heritage stamp can be brought out!

A town is more than its buildings. The whole is more than the sum of its parts. Every whole is composed of details. In Sölvesborg municipality we are using these truths as our starting point when we improve and develop our town.

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How can we handle the qualities of the small town?

The town was founded as an export harbour for the much sought after iron deposits in the Bergslagen mining region. In the 13th century the small trading station at the bend in the river (Arboga) quickly attracted many of the most important merchants in the Kingdom as well as the Hanseatic League and the Franciscan Order, which founded a monastery on the site.

In the 14th, 15th and 16th centuries several church, national, parliamentary and nobles' meetings were held in Arboga, including Sweden's first Parliament in 1435.

Arboga has always had a strategic location for communications, of particular interest for company locations. Several well-known firms, including Enator, Celsius, HiO, VM Data, ABB Distribution, FMV and SECO, have long been represented in the town.

The municipality has a total of 14,300 inhabitants, just over 11,000 of whom live in Arboga itself. Arboga's town centre is among the oldest and best preserved town centres in Sweden with a medieval gridiron plan of the north German type.

Sweden's oldest waterway, Hjälmare Canal, was built in 1639. This link between Lake Mälaren and Lake Hjälmaren passes Arboga. In all the canal is 13.7 km long and has nine locks.

**Town centre of national interest**

What is special about Arboga is that large parts of the built environment from previous ages have been allowed to live on. The towns can therefore display most types of built environment found in the development of the Swedish town, such as the medieval town, the wooden town, the stone town and the functional town.

The medieval town plan and buildings along with the large proportion of preserved wooden buildings are of importance for the European cultural heritage. At national level the town centre is classed as of national interest for cultural heritage preservation.

A Local Building Code for Arboga town centre has been drafted to make use of the values in the town centre. The aim is to identify, protect and develop existing values and to formulate a common approach for sensitive renewal and sustainable development.

**Local building code**

The Local Building Code is based on the regulations on respect for existing values in the Planning and Building Act. These are supplemented with a number of annexes in the form of advice and directions as guidance for practice. The Local Building Code is to be integrated with municipal planning as part of the comprehensive plan for the municipality.

The mix of various functions and uses that characterises the town centre is to be retained and developed. It is particularly important that its present role as a commercial and service centre can be maintained. All changes made should be preceded by careful, high-quality design work that takes account of the Local Building Code.

Spreading information
Knowledge of building history is to be increased by informing and inspiring the public, property-owners, craftsmen and developers. The intention is to build up a common view of, and a shared pride in, Arboga’s unique cultural environments. This is essential as the various actors in the building process have different perspectives, which make it easy for conflicts to arise, as the various groups do not always speak the same language.

The following activities have been carried out: information meetings, multislide presentations, production of a CD, exhibitions, participation in the annual national Day of the City event, reference groups, exposure in the media, participation in the National Heritage Board’s building register, a book on the history of the built environment, a Local Building Code and material providing advice and directions.
Hudiksvall was granted a town charter in 1582 as a result of the concentration of trade and crafts among people in Hälsingland to the old trading and market place in Hudik village. “Lively Hudik” is a name probably coined in the first half of the 19th century, when the middle class in Hudiksvall gained a reputation for their lively and unaffected social life and for their generous hospitality.

The municipality has some 38,000 inhabitants, 40 per cent of whom live in the central town. Communications are good; there is a good harbour and the E4 European Road passes through the municipality. Rail, air and bus services link Hudiksvall with the rest of the country.

The local economy has its roots in the sawmill movement of the 19th century and the emergence of the engineering industry after the Second World War. Half the industry in the municipality is still based on forest raw materials, while engineering accounts for the other half. The business structure is diverse with several leading exporters like MoDo Iggesund, Ericsson Cable and Hiab AB.

Spreading knowledge about and conserving urban environments

Hudiksvall has started a project together with Söderhamn municipality with the aim of conserving valuable urban environments by increasing the cultural awareness of property-owners and developers, etc. The project, which is a co-operation project within the EU, is based on participation and a bottom-up perspective. The use of IT and new media are important features, not least to open up channels to coming generations.

Interactive town tour

The municipalities have involved the media programme of the upper secondary school in work on a home page and an interactive town tour, for which the pupils have each agreed to present one block in the town. In addition to the interactive town tour, interviews, information, exhibitions and seminars are being used to increase knowledge about the urban environment.

Marketing

By using new media the municipalities hope to be able to increase young people’s interest in valuable cultural environments. The tourist business may also be able to use the interactive town tour. The sights of the town can be marketed by showing the town tour on closed circuit TV in hotel rooms.

Seminars

Well-attended seminars on themes like History of the built environment,
SÖDERHAMN MUNICIPALITIES

Conservation and A living town have been held in Hudiksvall and Söderhamn. The seminars formed part of the programme phase in work on detailed development planning. The next step in this work was to inform the public and property-owners about the results of the seminars. The intention is that this participation will not be in theory alone. Participants in the seminars should be able to see their contribution to the final plan.

Information signs about buildings
To raise knowledge among developers, property-owners and the public the municipality has been putting up information signs on various buildings. One intention is that people will be able to use these to make their own town tours. To raise the level of knowledge some exhibitions screens have been produced about the original colouring of historic buildings.

Inventory of urban districts
Information about different urban districts is available on the Internet. Using digital pictures people can study the history of buildings and learn about local cultural environments, etc. One way the information has been gathered is by interviews with local people.

Virtual town model
In new construction it is often difficult to determine the impact of a particular measure on surrounding buildings. One good approach in this context is to use virtual town models. The model generates participation and provides knowledge that increases the chances of a successful adaptation.

Söderhamn was granted its town charter in 1620 and has long been the site of considerable trade and fishing. In the 18th century the small archipelago town grew and acquired a merchant fleet. Shipbuilding expanded, but it was the rapid growth of the sawmill industry that drove growth and the local economy.

The municipality, which has some 28 000 inhabitants, is in the middle of Sweden within commuting distance of places like Gävle, Bollnäs and Hudiksvall.

In recent years Söderhamn municipality has promoted economic development in order to broaden the labour market and counter the effects of ongoing structural change in forestry and other industries. Engineering and service companies, including computing and electronics, have largely replaced the once so dominant forestry industry. The largest private employer is Emerson with over 1 000 employees.
The Lapland identity
Sustainable development in Lycksele municipality is mainly about trying to stop out-migration and depopulation. To counteract this, the municipality must draw attention to the almost unique environmental qualities the area can offer. As the last part of Sweden to be colonised, Lapland has left interesting traces in the cultural environment such as a mix of Swedish and Sami influences in the built environment. Distinctive values in the cultural environment in combination with unexploited natural values are an important part of a marketing strategy that aims to advance reasons both for in-migration and for staying on. In-migration to the area is necessary to retain and develop the existing economy and infrastructure.

Exceptional culture pattern
By highlighting the distinctive Lapland identity the Lycksele area can be made highly interesting and can end the anonymity it has experienced up to now. The whole area has been inaccessible and, as a result, quite isolated throughout history, which has encouraged different cultural patterns and building traditions. For instance, around 1900 Lycksele experienced a period of "show" or "conspicuous architecture" with the construction of remarkable timber palaces whose free mixture of onion-shaped cupolas, pinnacles, towers and temple porticos contributed to an extremely distinctive townscape in the town centre.

Lapland is the district of the Sami. Pure Sami design is an architectural heritage unique to the area. It is found in what are called the "Sami towns", i.e., the Sami church towns, some of which have been preserved relatively intact. Elsewhere the Sami presence in Lycksele’s history is best expressed in the heritage district of Gammplatsen.

Loss of identity
Lycksele is one of many examples of how Swedish towns have failed to conserve and develop their architectural heritage and, with it, their identity. The old two storey timber buildings that used to dominate the town centre have now largely been demolished. This is an important reason why the townscape now almost completely lacks coherence. The town centre now consists of a fairly unstructured mix of building styles, materials and scales.

Planning action
Lapland’s loss of identity is a phenomenon that has had most impact on the central towns. Out in the villages and small communities the pressure for change is so small that much of the genuine settlement character is still relatively intact. Conservation of identity is, however, also under threat here as depopulation often means that the oldest buildings are only used as...
leisure homes and are not given the necessary maintenance.

After the demolition of the only Art Nouveau block in Lapland, as recently as in the early 1990s, an intensive debate started in Lycksele on urban development and conservation issues. This resulted in greater awareness of the importance of protecting the town's identity, since Lycksele - as the only town in the district - is an important part of the district's marketing. This is particularly true of buildings and built environments most exposed to routes frequented by visitors.

A planned supplement to the comprehensive plan will treat distinctive features of local buildings, material choices, detailed design and the scale of buildings with more priority than previously.

Since the white Art Nouveau building (upper centre) was also demolished very little remains of Lycksele's distinctive small-town character. Photo: Ulf Grundström.
Avesta is in the southeast part of Dalarna county and is part of the Bergslagen mining region. Avesta owes its origins to the handling of copper that began in 17th century and continued until the mid 19th century, when it was replaced by iron and steel industry. Avesta has succeeded in retaining the old industrial town environment with lots of workers housing that grew up alongside the works. In the part of the town called Gamla Byn, or the Old Town, there is housing from the 17th, 18th and 19th centuries as well as newer housing built in connection with the National Housing Exhibition in 1991.

The oldest works area, which was also the origin of Avesta, contains the area called the Copper Valley. Avesta Ironworks, which grew up there, is now called Avesta Sheffield and is one of the world’s leading producers of stainless steel. The main emphasis of Avesta’s economy is on the manufacturing industry, steel, timber and paper. Everything is made here from bibles in Arabic to summer houses in wood. Würth Svenska AB sells assembly parts for the car industry and Collander Skylt AB makes road signs. The cardboard manufacturer Stora Enso Fors Bruk AB is another large industry. Avesta has a location on the map that provides good potential for rapid deliveries as a result of good communications.

Employment
One of the most important conditions for sustainable development is the existence of workplaces. Workplaces attract inhabitants, services and house-building. In the 1960s the steel crisis and restructuring in industry contributed to job losses at Avesta Ironworks. This led in turn to population loss, and Avesta lost population to larger towns and cities.

The municipality is working actively to counter this development. More companies have to be attracted to the community and existing companies have to be looked after, so that they can develop and employ more people. Avesta has a strategic geographical location at the junction of two national roads and two railway lines – an important factor in attracting new companies. One difficult issue is what balance to strike between different interests in the location of new businesses. Conflicts of interest can easily arise between new jobs and different kinds of disturbances of importance for environmental and cultural values. These conflicts must be resolved in an appropriate and sustainable way.

Vision project
A special vision project asked all Avesta residents for ideas about how the town could be made better. A large number of suggestions were received, some have been implemented and others form part of projects still in progress.

Town centre project
The project began when the municipality wanted to alter the pedestrian street in the town centre. A general touch up of the environment would make the town centre more attractive. The project was implemented in cooperation between the municipality, businessmen and property-owners. This co-operation and the joint financing have resulted in changes in priorities, and the measures taken in the centre differ from those originally envisaged by the municipality.

The Copper Valley Project
The Copper Valley (Koppardalen) is the old, central industrial area now in focus for investments in culture, leisure and business development. Here the municipality wants to implement a major programme to make Avesta more attractive and draw new businesses to the town. Up to 1938 an iron works smelter, roasting furnaces and blast furnaces were in operation in the area, and there are important industrial archaeological remains in the area. The idea now is to mix old and new. It is mainly knowledge-based companies and companies working with IT that are to be attracted to the area. The Copper Valley is to become a living area, not just for work but also for education, culture and leisure.
The Copper Valley Project began as an industrial project intended to attract new industry to the site. It was all about jobs and this meant that cultural interests took second place. The Copper Valley has a complete industrial town environment with considerable cultural values and a very fine set of old buildings. Gradually more and more people have realised the importance of these cultural values for Avesta. The municipality is now trying to use the cultural values of the area to increase the attractiveness of the town. For instance, it is planning to set up a museum of industrial history on the site, and the old Smelting Works already acts as an exhibition hall. Attempts are being made to open up visual contact between the Copper Valley and the town centre by means of sensitive changes. A footbridge has been built to improve contact between the town centre and the Copper Valley. The Copper Valley Project is being implemented as an EU project.

Culture project
Culture Avesta is a project that consists of a number of small and large projects which together aim to make Avesta one of the country's leading cultural municipalities. Efforts are being made to develop youth culture and other established cultural activities and also to create new activities. Culture Avesta is also an EU project.

Greater attractiveness
Attractive Avesta is a project in which the municipality and leading businesses are co-operating for sustainable development. The reason for the project is the out-migration trend that Avesta, like many other municipalities, has been experiencing in recent years. The project is about working with the positive factors that are already in place and about changing attitudes. It is the responsibility of every municipal resident to think about what image they are spreading outside the municipality and to consider what they themselves can do to make Avesta more attractive.

The town is to become more attractive to young people and to attract new businesses and new employees. A project group is therefore making an inventory of the present situation in businesses and their plans for the future. The survey creates preparedness for the education programmes that will be needed in the future. The upper secondary school is working actively on the design of new programmes in a close dialogue with business. Cooperation is also in progress with the regional university to develop the region. We have decided is a brochure produced as part of the marketing of Avesta in order to bring out Avesta's special qualities and attract people and businesses to the municipality.

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The border region between Sweden and Norway is rich in ancient remains and legends. Dals-Ed has Dalsland’s largest continuous ancient remains consisting of some 60 burial-mounds, several stone circles and a judgement circle from the late Iron Age.

Dals-Ed municipality lies in a magnificent wilderness region with some 400 lakes, a national park and several nature reserves. With 5,000 inhabitants in an area of 728 km² the municipality is sparsely populated. 3,000 people live in the central town Ed, which is on a neck of land from the Arctic Ocean period.

The municipality has a differentiated economy whose products are exported mainly to the UK and Germany. Companies in Dals Ed also want to enter the Norwegian market and they are well located to do so, being close to Halden, Sarpsborg and Oslo. The largest companies in Dals-Ed are Sykes, Fehrer AB and Pyrotek Scandinavia AB. Dals-Ed is part of the Ecological region of Dalsland, and several of its companies have a strong environmental profile.

Rural problems
Dals-Ed is a small municipality with relatively high unemployment, sharp population loss resulting in many vacant apartments and strained municipal finances. To break out of the vicious circle that leads to a reduced base for services either one large new business or several small ones must locate in the municipality.

New business
In 1998 a large IT company, Sykes, moved to the area. Sykes’ business concept is to develop information technology in various companies. The company’s conditions for moving to the area were quick decisions, suitable premises and grants for new recruitment. In return they promised 430 jobs in the long term. The municipality found a suitable area for expansion and decided to invest in the project. A building that could accommodate 430 workplaces was approved, the Swedish National Board for Industrial and Technical Development granted funding and construction was started in 1999. In January 2000 there were 105 employees.

Re-alignment
Although the arrival of Sykes is the biggest single economic event in the entire history of the municipality, it is of great importance that several smaller IT companies have also started operations here. At the same time, firms in the traditional engineering sector have also expanded or started up activities. Some older firms have also begun turning towards new technology.
So, to a greater or lesser extent, local business is re-aligning in the direction of more service and IT-oriented activities.

Positive tendencies
The establishment of new businesses, in this case an international firm, has mainly positive effects on the municipality. The downward trend has turned round now, and instead the future looks brighter with more municipal services, new housing, increased commerce and growth in local enterprises. The increased population base also enhances social life in the municipality with more activities, events and work in local organisations. Compared with the previous population loss of 100-150 people per year, the half-year period from 1 October 1999 to 31 March 2000 showed an increase of 30 people. This appears to be a break in the trend. For the first time for many years there was an excess of births over deaths. This can be interpreted as indicating more faith in the future.

Expanded labour market
Naturally the establishment of a workplace as large as Sykes is essentially very positive. In the long run it is expected that a third of the people employed in the private sector will be linked to the company. Add to that all the firms and private individuals who will depend indirectly on that one activity. This could create vulnerability comparable with that of the traditional single-industry community. These comparisons should not be taken too far, but the need to expand the labour market is still there. The municipality is therefore still working as hard as ever on local economic development.

Housing and service needs
The municipality’s already strained finances have to be able to respond to demands for services of various kinds, infrastructure, housing, etc. Many of these measures are investments in the future, but they still have to be paid for. As there is a delay in the receipt of tax revenue from people moving into the municipality, the municipality’s finances will be put under great strain.

Adjustment
Another important issue is how these major changes affect a small community. A large number of incomers from all over Scandinavia, most of them young, will result in both new demands and wishes and in an increased base for various kinds of services, like restaurants and pubs. A somewhat new lifestyle is being established. The newcomers will have to try to adjust to the present situation and residents of Dals-Ed will have to try to adjust to a new age. An “us and them” feeling must not be allowed to develop, it must be “all of us together”. The company and the municipality are working very hard on these issues, but local associations also have an important role in the context.

Additional jobs
There are good prospects of an additional 500 new jobs in a five-year period.
Although Karlskoga is mentioned in written documents in the 13th century, it was not until 1940 that the town was granted a charter. The history of Karlskoga is closely linked with mining. The founder of the community, King Karl IX, saw the potential of iron production, partly on account of the system of lakes that links Karlskoga with a number of other communities. At that time the system of lakes was very important for transport.

In the middle of the 17th century mining began to increase rapidly, but this was followed by a period of crisis in the 19th century. Almost only large works like Valåsen and Bofors survived. Bofors expanded and was bought in 1893 by Alfred Nobel who began making cannons. By about 1930 the factory had achieved a worldwide reputation as a maker of guns.

Although Karlskoga is in the province of Värmland it belongs to Örebro county. Karlskoga has some 31 500 inhabitants, some 29 500 of whom live in the central town. Karlskoga is a green town set in attractive countryside, and it has special rural traditions and a well-preserved cultural heritage.

The local economy of Karlskoga is more diversified than it used to be and companies in the municipality extend over some 80 industrial sectors. After having been dominated for a long time by the defence and chemicals industry, the municipality has seen the establishment of many small and medium-sized businesses in recent years. The core of the economy, however, still consists of high technology industry. Technical competence is something the municipality wants to develop further in co-operation with the Universities of Karlstad and Örebro.

Recession

The municipality has always been relatively dependent on large industrial companies and its development has been closely bound up with employment at Bofors. This meant that Karlskoga was hit hard by the structural rationalisation in the Bergslagen mining district. A look back at developments in the 1980s shows reduced employment resulting in a population decline in the municipality and a housing surplus. Several hundred housing units were demolished in the 1990s and many are still vacant. Just as many have been converted to other uses such as offices or administration.

Many vacant apartments have been used for a refugee reception centre, but the refugees have had difficulties in finding work in the recession of the 1990s. The economic crisis has also affected Karlskogas town centre leading to fewer customers and therefore a smaller base for commercial services.
Greater attractiveness
The population decline had stabilised slightly by the end of the 1990s and today Karlskoga has a more differentiated economy and is not as dependent on a single dominant company. Karlskoga municipality is working to develop the town by adjustments and additions that take account of the weakening customer base. A town centre company has been formed together with property-owners and shop-holders in order to break the negative trend and develop the town centre.

This work has led to an increase in the attractiveness of the town, or at least of the centre. What remains now is to apply a corresponding approach to district centres in the town. At the same time as vacant housing is being demolished, plans are being made for attractive housing in waterfront locations or with lake views.

Development work
One unique asset for Karlskoga is the sand beaches of Lake Möckeln. Programme and development work is under way for the beach zone. In addition, long-term plans are being made concerning infrastructure. A future rail link to Karlskoga is being studied. For the immediate future priority is being given to investments in competence development and research to retain and develop the "Technology town of Karlskoga".

Karlskoga is taking part in the research project The robust or adaptable town led by the University of Örebro. It is hoped that this work will lead to the objective of "the happy town" for which criteria like security, experiences, development and well-being are important.

The researchers are running the project in close co-operation with "practitioners", i.e. officials in the four trial municipalities, Hällefors, Karlskoga, Lekeberg and Örebro. Representatives of the county administrative board, the association of local authorities and some other organisations also take part in project meetings regularly.

As far as Karlskoga is concerned the focus is on the re-alignment of the local economy. This is why representatives of different parts of the business community in Karlskoga and some municipal politicians and officials have discussed economic development issues on four half days with two of the researchers as discussion leaders.

Joint work on comprehensive planning has been started with its neighbouring municipalities in the Environmental Valley, Degerfors and Hällefors municipalities. Common issues include environment, infrastructure and growth.

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STORUMAN MUNICIPALITY
Planning and development in a mountain municipality

Communication needs
Storuman municipality offers a good housing environment and closeness to a rich outdoor life. The dispersed population, the sparseness, does however, demand good external contacts. An appropriate communications system is important not least for social reasons. The sense of isolation on account of the great distances must not become too dominant.

Uman Center
Along with the municipality's investments in education at the upper secondary school, the folk high-school and the university as well as the expansion of Storuman's airport and of telecommunications, Uman Center is to help to make Storuman a node in the inland region for education and creative work environments. The municipality's good transport and communications opportunities are to be used along with new technology for this purpose. The aim of Uman Center is to make Storuman a centre for IT development in the interior of Västerbotten.

Uman Center's property contains a motel, a restaurant and a guest apartment that can be rented by businesses and organisations. The public part of the Center is to contain an exhibition showing what goods and services are produced in the area. The intention is to attract more businesses to the municipality.

But contacts with the outside world must not be only electronic. The important tourist industry needs good communications, but primarily in the form of the physical transportation of people to and from the mountain area.

Ongoing projects
The municipality's planning perspective has been broadened in recent years and work is now under way on projects like the Mountain Agenda 21, the Mountain Environment Strategy, Cultural environment in Lapland, Show of Strength in Tärna and MIDT, which is a Skandia project. The municipality has also started co-operating with municipalities on the Norwegian side of the border.
The central town of Storuman. Photo: Carl-Gustaf Gustafsson.

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ÅRE MUNICIPALITY
From land to tourism, from farm to town

Åre’s history is closely linked with tourism. The village became a tourist resort in the 1880s when the railway between Östersund and Storlien was built. The first tourists mainly came for the nature and the fresh air. Several hotels, guesthouses and hunting lodges were built in the years up to the First World War. In 1907 the first “Åre Project” was presented with a plan by Per Hallman and a mountain railway that still goes from Åre Square to the Fjällgården hotel. From the outset summer tourism was most important, but winter tourism gradually grew in importance. The first ski tow came in the 1940s and in 1954 Åre made its breakthrough as a winter sports resort with the World Alpine Championships. In the 1970s national government implemented a second Åre Project, which resulted in Åre obtaining Sweden’s first and only cable car. The 1984 Downhill Ski Race confirmed Åre’s reputation as the leading alpine centre in the Nordic region.

Åre is a small municipality with just less than 10,000 inhabitants, only 800 of whom are registered in Åre village. In the peak season there is an influx of seasonal employees and up to 25,000 tourists. The municipality extends from Storsjön (the Great Lake) to Norway. It has magnificent undeveloped mountain environments and readily accessible mountain areas, vast forests and marshes and fertile cultivated river valleys. Although tourism in the major industry in the municipality, there are also lots of small businesses in areas like IT and services.

The development of Åre
Åre’s development from a small village living off the land and the forest to an alpine centre also offering a wide range of mountain tourism has not been free of conflicts. Tourism has brought in new businesses, money and people with foreign life-styles. At the beginning of the 20th century they were “air visitors” and “flower gentlemen”. In the 1920s it was the restorative outdoor life that dominated, including mountain trips by school children. In the 1960s downhill skiing became a widespread activity and made its definitive breakthrough with “Stenmark Mania”.

The 1970s Åre Project
The theme of the 1970s was “recreation for all”. National government declared that Åre was far too important to be left to developers and local politicians. Several building plans were stopped and a construction ban was introduced to protect the landscape. The Åre Project was presented in a multitude of studies and in grandiose plans. All were not realised, but the project did lead to a cable car, a series of lifts and slopes, water and sewage and also an area development plan. The outcome in terms of hotel and holiday cottage beds was less impressive.

Municipal investments
The new Åre municipality, formed in 1974 by the amalgamation of several small municipalities, was sceptical about tourism. The government had made investments, but there were “no rings on the water”. They decided to

Photo: Mats Olofsson.
learn from others. Important impulses came from Austria and the USA. The municipality invested successfully in the development of housing co-ops and commerce in central Åre. It took the initiative to a downhill race slope and received government funding conditional on private investment. The response was enormous. New shops, restaurants and some 2,000 tourist beds were built. Åre developed from a village to a small town. Åre became the “in-thing” and new businesses were started. The national government investment resulted in broad development.

Crisis in the 1990s
The property crisis of the 1990s and a few winters with very little snow in the early 1990s hit Åre hard. But the market has turned round again, even though new construction has been slow to react. There is no question now of a large scale expansion of the number of tourist beds, instead investment will be in accommodation of high quality, more services, better skiing, new high-speed lifts and snow guarantees using cannon snow.

Municipal planning
The area development plan of the Åre Project quickly became out of date. A comprehensive plan for central Åre has now been prepared to guide expansion and highlight the specific features of Åre – a plan that focuses on construction opportunities, culture, traffic and parking. A publication about building design and the environment supplements the plan. In this publication national romanticism was the source of inspiration to “compete” with the imported alpine style. Next a comprehensive plan was drafted for the Åre Valley to consider development, water and sewage, the alpine ski area, other recreation, culture and national interests. A “design programme” was prepared for signs, lighting and the outdoor environment in co-operation with business. Finally a municipality-wide comprehensive plan is being drafted.

Future action
The need for relaxation and real experiences just goes on increasing in the computer age. The Åreskutan Mountain along with the village, “the little town” with its charm and its services and attractions, ensure Åre good prospects for the future. However, competition is tough between different winter sport resorts. The ski system must be renewed all the time. Åre also needs complementary activities, more commerce, better services and a higher standard. The village needs to be developed to ensure Åre is “value stable” and attractive throughout the year.

Sustainable mountain environment
Lots of people have difficulties reconciling long trips to the mountains, plastic skis, lifts and ski slopes with sound environmental thinking. But you can take the train to Åre – you don’t need a car. Åreskutan is certainly exposed to strong environmental impacts, but the rest of the mountain world can be spared this. In addition, tourism generates income that can be used for cleaning up and environmental action. Action that is necessary, as tourists don’t only expect steep slopes and “plenty to do”. Clean air, clean water, fresh nature, open vistas and experiences are becoming more and more important.
Nybro has a long tradition as an industrial municipality. In the 18th century an iron works was established in Orrefors, and the first glassworks was started at the end of the 19th century. Many of the glassworks that used to exist in the area have now disappeared, but the ones that are still left are all the more vigorous. The Orrefors Kosta-Boda Group is the world’s second largest manufacturer of crystal glass. Other well-known glassworks in the municipality are Målerås and Nybro. Undoubtedly there is something in every Swedish home that has come from Nybro municipality. It may be a crystal piece from one of the glassworks, a wooden floor from Kährs, notepaper from Ljungdahls or something else from the many well-known companies.

Nybro’s urban environment is characterised by small-scale Art Nouveau-inspired buildings with some large timber villas from its spa period. The town is built around its communications, the three waterways, roads and railway that all cross each other near Salutorget, or the market square. In Nybro there is no "out-of-town" shopping but plenty of "outdoor" shopping, thereby contributing to a vital town centre.

Nybro is a typical industrial municipality, in which manufacturing employs some 40 per cent of the workforce. The main industries are timber, paper, glass and engineering. Tourism is of great importance for the glass industry in the municipality. It is estimated that the glassworks have one million visits annually. Given its central location in the Kingdom of Crystal it is natural for Nybro to invest in tourism. Just less than 20 000 people live in Nybro municipality. 12 500 of them in the central town.

**Intensive marketing**
Nybro is working hard to increase its attractiveness. It is doing so by the conscious marketing of "The Kingdom of Wood, Crystal and Design". Strong industrial brands and design-intensive companies are being used to increase the municipality's competitiveness. Many of the companies operating in Nybro are characterised by a strong brand identity.

**Dynamic meetings between skilled professionals and creative designers are an important success factor in the industrial and cultural processes.**

**Functional combination of tradition and renewal**
The long industrial tradition in Nybro now co-exists with modern industrial development. The premises previously used by industry have now found exciting new, functional and modern uses. The centrally located original buildings of the well-known companies Ljungdahls and Kährs now accommodate offices and housing, in the first case, and an information centre and a corporate group management office, in the second.

**Meeting places**
The municipality is also working to develop the environment of public open spaces using music, cultural events and broad sports activities.

Nybro municipality is seeking to develop the environment of public open spaces so that they present a pleasant and beautiful overall impression. Nybro is a mixed-function garden city with greenery and short distances. There are rich opportunities for meeting people, not least at one of the many sports arenas or cultural institutions. Meetings between people and the social capital that can be developed through them are an important part of a functioning democracy and also promote good economic development.

Nybro has well-developed co-operation between the municipality and business on common lines of action to increase the attractiveness and
Nybro square with its lively market and a sculpture in the foreground. Photo: Nybro municipality.

Competitiveness of the municipality.

Municipal planning aims to safeguard and develop the unique features of the town. One example is building inwards by filling up sores in the townscape. Another aim is to do more to promote the town as a green lung and to offer attractive housing environments close to central waterways.

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Flourishing town centre
In the late 1980s Hallsberg municipality prepared, in broad co-operation with municipal residents, a proposal for a renewal programme for “a flourishing town centre”. A four-leaf clover symbolised the work. The four leaves of the clover symbolised retailing, specialist retailers, large-space specialist retailers and culture. The stalk of the clover is housing in the city. A parallel three-leaf clover completes the image. It includes the development of the sports ground, expansion of the town park and the construction of a lake. The two clovers form the starting point for renewal work in Hallsberg and they are to be integrated in urban planning and municipal activities.

New street space
A new street space has been put in place in order to make the centre more attractive. It consists of a small-scale street with a six-metre carriageway. New low lighting, tree planting, parking provision and separate pedestrian and cycle paths are other measures taken.

 Ecological park
In 1997 work started on the building of an ecological park in the central town. A pool is to act as a natural sewage treatment plant, the river is being broadened to ensure effective reduction of nutrients, and thousands of tree saplings have been planted in co-operation with local residents and school pupils.

Railway station with a glimpse of the Travel Centre in the background. Photo: Jane Sahlin.
In this way conditions for biological diversity have improved rapidly and the eco-system has reached better balance. The park has created good conditions for the plants and animals, which have quickly established themselves there. The park also acts as protection from the flooding that has previously caused problems in low-lying parts of the town of Hallsberg. The ecological park also helps to make the urban environment more attractive and it has become a recreation area for town residents.

Planning to promote economic development

Hallsberg wants to lay a foundation for favourable development in their own municipality through planning to promote economic development. If this collides, for instance, with the interests of neighbouring municipalities it is up to national government, through the county administrative board, to initiate discussions under legislation on inter-municipal interests. This has happened in Örebro county concerning out-of-town shopping, and it has been a way for different interests to have their voices heard.

Commerce as a driver

New housing, a new traffic network, better public services, more culture and more commercial services are intended to help to increase the municipality’s attractiveness. Hallsberg is well placed to develop good links between different kinds of commerce. A new shopping centre has given new companies the opportunity to expand and take market shares. When a low price shop for convenience goods opened near the town centre it gave Hallsberg residents the opportunity of better service at the same time as it laid a foundation for an attractive centre in which existing commerce was strengthened and the range of shopping opportunities was improved.

However, some commercial actors obstructed the municipality’s efforts to benefit from the population base for commercial services in the local area. Delivery refusals or decisions not to locate in the town have been elements in a strategy to protect established commerce in nearby out-of-town shopping areas.

Stronger local commerce

As a result of the project local commerce has become aware of the customer base locally in the Hallsberg area, but as yet it has acted with some caution, particularly in the provision of rarely bought items. To further strengthen local commerce and its competitiveness a town-centre manager has been hired in co-operation between commerce, property-owners and Hallsberg municipality. The task of the town-centre manager is to develop marketing, increase competence in existing commerce and stimulate greater cooperation.
The town of Örnsköldsvik is in the Högakusten, or High Coast, area, which is the highest stretch of coast in Sweden. About 56,000 people live in the municipality, 31,000 of them live in the central town.

Several industrial sectors are represented in Örnsköldsvik, although manufacturing industry and the engineering industry dominate. The economy is strongly export-oriented and accounts for a significant part of the net value of national exports. MoDo, Hägglunds and Avesta ABE are examples of large export companies. Kvaerner Chemetics and SAS Booking Centre are examples of the service companies in the town.

The High Coast is also called the Artists’ Coast on account of the very large number of active artists. Örnsköldsvik invests heavily in artistic enhancement of public buildings. The municipality also contains the Skuleskogen National Park and a number of nature reserves.

Railway important for the development of Norrland

When the main railway line was built in Norrland in the late 19th century a route 30-100 km from the coast was selected, partly for reasons of defence strategy. Although the railway was placed some way from the major industries and urban centres on the coast it was of great importance for the development of Norrland, and it is still a very important artery for the Swedish economy. It does, however, have a number of shortcomings and to remedy these an additional track is being added to the main rail line. Several studies have shown that it is most profitable to build the new track, the Bothnia Line, along the coast where the main towns and industries are. Rapid and reliable transportation is becoming ever more important for efforts to increase competitiveness all the time.

Ongoing planning

The Bothnia Line can create favourable conditions for co-operation between the municipalities affected, not least by making daily commuting possible between the various labour markets. The Norrland coast will be the third largest rail passenger corridor in Sweden.

Greater transport opportunities for goods and people

At present the Bothnia Line is the major planning issue in Örnsköldsvik. Its route through the municipality was preceded by extensive studies of various alternatives and repeated consultations between the municipality and the National Rail Administration. The route now selected creates two stations locations in Örnsköldsvik, one at the Inner Harbour in the centre of town and one just north of the town.

Planning now in progress deals with the new town district in the Inner Harbour and the linking of the station to the town centre, the university, parking, public transport, etc.
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The route of the Bothnia Line through the town of Örnsköldsvik. Maps from the municipality and the National Land Survey.
Learned people have long wrangled about when Lund was actually founded. For a long time it was thought that Knut the Great founded the town around 1020, but archaeological finds have shown that the Danish Viking King Svend Tveskaegge founded the town in 990. Lund is built on a medieval street grid and has a distinct historic and cultural heritage character with several well-preserved old buildings and environments. The cathedral that adorns the town’s coat of arms was founded in the 11th century.

A wide range of culture is available in Lund, including several museums and special events. There are museums with collections of historic objects and with varying exhibitions. The many galleries in the town show works by contemporary artists, and outdoors there is a wide range of public art. Student life at the university gives the town a multicultural and youthful profile. Lund has 130 nationalities and a median age well under the national average. Today the municipality has just over 98 000 inhabitants, some 75 000 of whom live in the central town, Lund.

Lund has the first science park in Scandinavia, IDEON. The science park promotes high technology development work in Swedish businesses, in close co-operation with the university. Today the park houses 150 companies whose activities range over areas like chemistry, biotechnology, medicine, computing and electronics, telecommunications and environmental technology. The town has long had a substantial industrial sector in which the largest company groups are Tetra Laval, AB Åkerlund and Rasing, Gambro AB, Astra Zeneca AB, Ericsson Mobile Communications AB and Axis Communications AB.

Lund municipality is investing heavily in the development of a sustainable community. One aspect is reducing the negative environmental impact of transport. This is why LundMa aTs, a special plan for how Lund can adapt its transport system to the environment, has been prepared. The public transport project the Lund Link is an important part of this plan.

Traffic questions
There is great interest in traffic questions in Lund, partly as a result of industrialisation in the 20th century, when Lund grew strongly. The traffic flow in the town centre increased rapidly, and in the 1970s it reached the same level as on the motorway outside Lund today. This eventually led to the closure of the core of town centre to through traffic and the provision of pedestrian streets in the centre.

Reduced carbon dioxide emissions
One important objective is to reduce carbon dioxide emissions. The traffic situation was studied and an environment-friendly traffic plan was prepared in co-operation between Lund municipality and Trivector AB. The project was called LundMa aTs. It is a major project intended to adapt transport to ecologically sustainable development. An environment-friendly traffic system involves taking account of what nature and people can tolerate. This applies to the production, use and final disposal of vehicles and infrastructure.

Increased environmental awareness
This involves a large number of measures that have environmental effects but it also involves increased awareness leading in time to more environment-friendly behaviour. In order to be able to take action you first need to know something about the traffic situation and to clarify traffic flows. The study on how to achieve an environment-friendly adapted transport system consisted of three parts: an assessment of the present situation, a description of objectives and an action plan.

A unified perspective and co-operation
LundMa aTs is largely about applying a unified perspective in this work and using consultations and co-operation as important instruments. A unified perspective paired with determination can turn around an unsustainable traffic situation and make it sustainable. Acting alone, however, the municipality has limited opportunities, so co-operation at various levels is necessary to be able to achieve the environmental objectives. This work demands the participation of a large number of actors, including regional and municipal agencies, companies, associations, etc.

It has, however, turned out to be difficult to interest the public. Public meetings and many information opportunities were held to establish a
Environment-friendly transport
The work was directed towards improvements within five themes: the cycle town, corporate transports, land-use planning, technical development of vehicles and the development of public transport. Work on Agenda 21 and Lund's Comprehensive Plan 98 was in progress at the same time so there were considerable opportunities for co-ordination.

The Cycle Town Project
In Lund the cycle is a frequently used mode of transport. Half of all trips in the town are by cycle. This is why making the town as cycle-friendly as possible is an important link in urban development. The Cycle Town Project was started to improve infrastructure and give priority to cycle traffic. A circle with a radius of five kilometres was drawn round the town centre, and within this area it is to be possible to use cycles for most trips. This is expected to reduce car trips by three per cent to 2005.

The Lund Link
The Lund Link is an important project in LundaMats. There is considerable commuting to Lund from other municipalities. Cars account for the major part of this commuting, which creates problems due to congestion, emissions and accidents. Public transport should therefore be able to account for more trips to work areas than it now does. The Lund Link is also an important part of the vision of an integrated public transport system in southwest Skåne. First bus transport will be expanded, but this expansion will be designed and carried through in a way that enables the subsequent introduction of modern trackbound transport without expensive major alterations.

If the Lund Link is realised as planned it will be unique in the Nordic region. Few places have bus or tracked traffic separated from other traffic over such a long continuous distance in an urban environment.

The Mobility Office
The Mobility Office is an organisation that aims to provide information about sustainable transport in the municipality. The Mobility Office runs various kinds of public activities as part of LundaMats. The office is also responsible for advising individuals, companies and organisations that want to make their transport environment-friendly. This can involve everything from simple advice about how to use public transport to more extensive assistance. The Mobility Office also offers education for various target groups.
Uppsala is a city with a long history as a political and religious centre but also as a link between Norrland and south Sweden. Work on shaping the present city centre began in the early 13th century, one element was the construction of the Cathedral over a period of 200 years. The need to train priests contributed to the formation of Uppsala University. It is the oldest university in Scandinavia and was founded in 1477. Today it has some 34,000 students.

Uppsala’s identity is closely bound up with the historic environment around the Fyris River and the Uppsala Ridge. Historically the town was clearly divided into two parts “east and west of the river”, with the academic and ecclesiastical town on the west bank and commerce and industry on the east bank.

Uppsala today is a dynamic commercial municipality focussed on knowledge, ideas and entrepreneurship. The major companies are Beijer & Alma, Biacore, Biophausia, Diö, Pricer, Pharmacia & Upjohn, Amersham, Pharmacia Biotech, Fresenius, Kabi and Stora. Two growing branches are information technology and medicine. Extensive research is being carried out at the universities in a number of areas of interest to business and entrepreneurship.

Uppsala is also a typical services city. There is a large public sector with organisations like the National Food Administration, the Geological Survey of Sweden, the University of Uppsala, the Swedish University of Agricultural Sciences and the National Veterinary Institute.

With its 187,000 inhabitants Uppsala is the third largest municipality in Sweden. Many people have been inspired by the city: authors, artists and scientists, including August Strindberg, Gustaf Fröding, Karin Boye, Carl von Linné, Dag Hammarskjöld, Ingmar Bergman, Kerstin Ekman and Gösta Knutsson.

### Vision and strategy

#### The process

In the spring of 1997 work began on a comprehensive plan for Uppsala city with the presentation of a discussion document Three Perspectives on Uppsala in 2012. Many stakeholders were invited to make their views known, including local business, voluntary organisations and public bodies. The views and proposals submitted led to a draft Vision and Strategy for the City of Uppsala. The draft has been circulated for comments, revised on the basis of these comments and resulted in the programme Uppsala 2020 – Vision and Strategy for the City. The view of the future presented in this document is that Uppsala will be:

- An attractive knowledge city
- Big enough to have room for diversity, but not so big that the city is not comprehensible and lacks the social networks that provide a basis for democracy, participation and acceptance of responsibility for fellow human beings and for the environment
- A sustainable city that promotes sustainable development.

Uppsala 2020 – Vision and Strategy for the City has several important aims. It is to act as a programme for the comprehensive plan of the city. It is also to provide support in the preparation of the city’s overall budget and investment plans and in the revision and preparation of the city’s various plans and programmes. In addition, it will provide a common platform for co-operation between residents, local organisations, businesses and the municipality.

### Sensitive transformation

The comprehensive plan will deal with how to develop the physical structure of the city and how Uppsala can develop in the spirit of the vision. The intention is that the city will grow through small changes and be transformed gradually. Green areas will be made into parks and all city districts will be given additional functions so that they are like small towns. A strategy must be developed that requires consistent action by the city and agreements.
with a number of parties. However, the first step is a dialogue with the local people.

The vision deals with three areas:

The role of the city: With its two modern universities Uppsala is capable of developing into a knowledge city. The universities are co-operating with industry, and this has already resulted in new products and services. This type of co-operation will be of great importance in the future. Uppsala's geographical location, close to Arlanda airport, on the E4 European Road and the main northern railway, is a stimulus for growth. Uppsala must work as a city for everyone regardless of age, gender, origin or disability. Everyone has a responsibility for security and a good atmosphere in the Uppsala of the future. This requires a dialogue with various actors in the city. Only then can the changes be realised.

How to develop the city: Lots of people want to live in Uppsala. The potential for building new housing is, however, limited by factors like noise pollution, existing nature reserves and the new route for the E4 European Road. New housing can be built in the city by complementing the existing urban fabric. Some undeveloped land can be built on, while other land can be freshened up and transformed into attractive parks. The districts of the city must be complete and provide workplaces and services as well as homes of various sizes.

The city centre: In an environment-friendly city it must be easy to walk, cycle and use public transport. Car traffic must therefore adapt to the needs of pedestrians. The inner city is the face that Uppsala presents to the world and it is therefore important that it is attractive and retains its unique cultural and historic environment. The inner city should act as a meeting place for all Uppsala residents and offer a wide range of restaurants, culture and activities. More housing can be brought to the inner city by converting offices into housing, by converting attics and by some new construction. This will also ensure that people use the inner city day and night, enhancing security.
Attractive town centre
The overall impression made by a town, the urban environment and life in the town are increasingly seen as factors for quality of life and development. The most important factor is the town centre itself, as a central meeting place.

Urban development vision
From this starting point Jönköping municipality has prepared an urban development vision for the central parts of the town. The aim is a vigorous town centre in a vital region. This requires action in support of the diversity that characterises a good town: a centre that people can live and work in and visit. The vision contains three parts:

- Strategic development, integration and implementation of projects, care, events and marketing.
- Housing, municipal activities, education and research, commerce and services, culture, entertainment and tourism.
- The beauty and form of the town, accessibility, lighting, street space, parks and greenery, the town and the water, the town’s meetings places and passages.

As part of work on the vision, seminars have been held on a number of important subjects. Representatives of business, commerce, municipal departments and other agencies are among those invited to the seminars. Young people have been involved in every seminar to generate ideas. One important dimension has been to find ways to benefit from the development potential of the university. Work on the vision is one way for politicians to develop the town and the town centre in the right direction. Given the rapid rate of change in society, dialogue and discussion on how the town is to develop has to be kept alive and be in progress all the time.

Fundamental ideas:
- The town centre will be sustainable in social, environmental and economic terms.
- The town centre will be the natural meeting place and “living space” for everyone regardless of age, gender or origin. It will be secure and safe to use at all times of the day and night.
- The town centre will have a diversity of housing, workplaces, education, culture, commerce, entertainment and other activities.
- The town centre will have high quality in architecture and the design of public open spaces.
- The town centre will have good accessibility for everyone.
- The town centre will provide a sustainable and profitable setting for the development and operation of various activities.
The vision is summarized in a number of fundamental ideas and of action points.

**Actions:**
- Safeguard and look after the existing qualities of the town centre.
- Strengthen existing, and develop new, interesting meeting places and passages.
- Develop the existing potential to expand the town centre and link it with water.
- Upgrade the “living space” in the town centre.
- Look after the architecture and content of industrial areas now in active use.
- Build new housing in attractive locations, both on the waterfront and in town centre blocks to enrich life in the town.
- Continue to give the university and student life good opportunities for growth and integration.
- Strengthen and develop the structure of the gridiron town and try to give all the blocks in the town centre a balanced mix of uses.

The ambition is for the centre to be competitive and attractive and to provide housing, municipal activities, education, commerce, recreation and culture of high quality. This work covers both physical issues and questions of an organisational nature. The ambition is to move forward by means of various kinds of projects towards implementation in accordance with the main theme of the vision From ideas to actions.

**Project work**
Parallel projects have included the University, the Travel Centre and the Harbour Park. The municipality is the driving force for the implementation of the urban development vision, in consultation with local business as far as possible.

**Living discussion and co-operation**
Urban development is a continuous process demanding a holistic perspective and co-operation. Trusting and long-term co-operation is needed between the municipality, property-owners in the town centre and operators of private and public activities. The co-operation covers ideas, planning, finance and implementation. Municipal residents are also given considerable opportunities of exerting influence through interviews and consultations.

A new plan, called *Town Plan 2000*, has been drafted on the basis of the vision. The plan does not act as a detailed regulatory instrument of the traditional kind, but is a programme that can include new construction. The design programme identifies streets, blocks and parks. It is a town plan that is inviting and involving and that sees change in the town as a quality rather than a limitation.

Jönköping has applied for and been awarded the chance of holding a Swedish Housing Exhibition in 2005. Further work on the urban development vision is closely linked with work on the Housing Exhibition. The Exhibition will focus on the integration of housing in the town centre and it will be held in co-operation with both actors and residents in the town.

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**ÖSTERSUND MUNICIPALITY**

The university in the heart of the town – an engine for development

For many centuries Frösö was an important trade, religious and military centre. However, the town of Östersund was not founded until 1786. As the only 18th century town in the country, the town centre’s original street layout with level narrow streets along the hillside and even narrower uphill lanes is still relatively intact. Storgatan, the main street, is lined with well-preserved buildings from the early 20th century, the major growth period of the town. Individual buildings of great interest include Rådhuset (the Town Hall) and the Telegraph Office, both from 1912. With its diversity of shops and restaurants Östersund town centre is a dense and lively meeting place and commercial centre. Some 45 000 of the municipality’s 58 500 inhabitants live in the central town, which consists of Östersund, Frösön and Torvalla.

Östersund sits in the middle of Jämtland as a natural central point for a very large hinterland. The town has a unique location on the slopes overlooking Storsjön (the Great Lake) in a fertile agricultural district and looking out towards the Öviksfjällen mountains. The town is surrounded by large recreational areas and has a long tradition as a sporting town, particularly winter sports for obvious reasons.

Tourism is a natural part of the local economy. Many visitors come from both southern Sweden and Trøndelag in Norway. Apart from this the service sector and high technology industry are the dominant sectors of the economy. Östersund is also an important garrison town, with the 15 Infantry Regiment, the F4 air wing and the Army Technical School.

**Sustainable planning**

Östersund has an attractive and vital town centre with a mix of commerce and housing as well as good public transport. This is the result of conscious planning focussed on:

- avoiding out-of-town shopping centres and keeping shopping in the town centre
- mixing housing and other uses
- creating a good urban environment by looking after and renewing buildings, streets and parks and
- ensuring people use the town, day and night.

One way of ensuring people use the town centre is to make sure that the major workplaces like the hospital and the university are in central locations. This also minimizes transport needs and provides the best possible conditions for taking a cycle, bus or train instead of a car.

**Central university**

When the Mid Sweden University needed new premises a number of alternative locations were discussed for the university. In the meantime it was announced that one of the regiments in the town was to be disbanded. The area left by this regiment, the A4 artillery regiment, was only a block away from pedestrian streets, the bus terminal, etc. At the same time the area is unique as it borders on an open passage, consisting of the old military exercise area and of a green space. Placing the university there would make it close to housing, services and good communications while also providing scope for future expansion. Activities in the town centre, like restaurants, cafés and shops, would benefit at the same time as life and movement would be generated for a large part of the day and night.

A comparison between the central A4 area and an alternative location some three kilometres from the town centre pointed to several interesting advantages of the location in the town centre. The assumption was made that a limit for day commuting to the university could be set at a trip of one hour in each direction. On this basis it turned out that communities 70 to 80 kilometres from Östersund were within this commuting distance. Reaching the alternative location would take twice as long, since changing transport modes to take the local bus from the town centre consumes such a lot of time. The central location also offered better access to housing within walking and cycling distance. The conclusion was that the university should be placed in the centre of the town, both in a sustainability perspective and for the sake of a vital town centre.
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The Mid Sweden University - in the heart of the town, but still with space to grow.
Illustrator: Anders Sunesson.
Norrköping MUNICIPALITY

The industrial landscape - from a forgotten backyard to a central development zone

Norrköping grew up around the rapids of Motala River. The place is mentioned as a town in 1284, but was not given a town charter until 1384. Louis de Geer's move to Sweden in the 17th century led to the development of Norrköping as an industrial town. The economy of the "Manchester of Sweden" was long characterised by the textile industry, which grew up with its wool-spinning mills and cotton mills up alongside Motala River. Many factory buildings are still in place and are reminders of the industrial prosperity of the town. In the mid 19th century 70 per cent of Sweden's textiles were manufactured in Norrköping. Today the industrial buildings no longer fulfil their original functions, as the last loom fell silent in the 1970s. The aim now is to preserve the old industrial area and to bring new uses to the buildings.

After having been a distinctive commercial and industrial town Norrköping has developed into a municipality with a broad and differentiated economy. The municipality houses companies like Holmens Paper AB, AssiDomän, Acro (design centre for silicon chips) and Whirlpool Sweden AB. With its geographical location Norrköping has become a natural site for logistics and transportation. The E4 and E22 European Roads and the national roads to Örebro and Norrland cross here. The main railway line between Stockholm and Skåne also passes through the town. Norrköping also has one of the largest harbours in the country and its airport is the third largest in Sweden for international passenger travel. The municipality has some 122 000 inhabitants.

The industrial town

Norrköping's textile industry experienced a sharp up-turn when the cotton and woollen mills were mechanized starting in the 1850s. Norrköping grew rapidly when the mills needed labour. The wealth created was re-invested, part of it in a metropolitan-style townscape and beautiful parks. The great art and industry exhibition of 1906 turned into a manifestation of Norrköping as a modern and successful town.

But success did not last for ever. The textile crisis after the Second World War hit Norrköping hard, when the companies there could not deal with foreign competition. The last textile mill closed its production in the 1970s. Despite the re-location of government agencies in Norrköping in the 1970s population in the town has largely remained stagnant since then at around 120 000 inhabitants. As recently as in the 1990s Ericsson's closures have led to new strains.

The legacy of the industrial town is clearly seen in Norrköping. Unemployment has been higher than in comparable towns and the level of education is low. Abandoned factory buildings have dominated the townscape, particularly at the rapids in Motala River.

The sustainable town

Despite its industrial background Norrköping has good prospects of developing into a sustainable town. It is of good size and the distances involved make it possible to live a relatively car-free life in the town. Only a few shops and other important visitor attractions are in external locations. New supermarkets are not permitted outside the urban settlement. Norrköping has retained its trams and this environment-friendly mode of transport is now being expanded. At the same time investments are being made to encourage cycling.

In the experimental Ekoporten building and the rehabilitation of the Navestad area the municipality is trying to transform housing areas in an ecological direction. There is a great deal of Agenda 21 work and schools are among those strongly involved.

Re-use of the industrial town

The re-use of the industrial landscape is a good example of sustainable urban development. The area was already identified as being of national interest in the 1970s, and in 1981 the City Museum opened its premises in a block that the municipality felt was of such cultural heritage value that took charge of the buildings itself. After a long process in which the municipality bought and renovated the beautiful Styrköjärnet Building the Museum of Work was also able to start operating in 1991. Holmens Mill held an architectural competition when paper production was moved out in 1986. This led to increased interest in the possibilities of using the area. Holmen Builders bought the mill properties and have made considerable
investments in up-grading the buildings and the outdoor environment. The new Louis De Geer Concert and Conference Centre opened in 1994 in the converted factory buildings.

In the early 1990s a group of businessmen started the computer and knowledge centre ProNova, which has turned out to be a great success and uses the whole of Gryt’s factories. In the second half of the 1990s Campus Norrköping was added. Linköping University is now locating a major part of its expansion in the Industrial Landscape in Norrköping. The location is very attractive as well as being central. The Campus brings new life to the town centre and is an important component in the Norrköping of the future.

From the outset the major problem was how to be able to re-use all the large factory buildings. It can now be seen that this is possible and there are far-reaching plans for the continued strong expansion of the university, business, culture and housing in the area. To make the unique environment more accessible new walkways (including one in an old water main) have been prepared along the river. Most of the old buildings have now been up-graded, many with the assistance of architectural heritage expertise.

A step towards the sustainable town
With the re-use of the industrial landscape a unique cultural environment has been saved. Unused buildings and land can be brought into use. The river and its rapids can be re-claimed as an asset for the urban environment. The inner city is being given more life and is becoming more and more like the dense, mixed-use European urban ideal. The arts, learning and enterprise can inspire one another and create exciting meetings between different cultures. It is hoped that the attractive environment will attract the best students, researchers and entrepreneurs.

The new activities in the area will be readily accessible due to the central location of the area. More jobs in the centre mean that many people can walk, cycle or take public transport – leading to fewer car trips. For student housing the municipality has promised a maximum walking distance of seven minutes to the Campus. After having been a forgotten and run-down backyard, that Norrköping residents were ashamed of, over the past ten years the Industrial Landscape has become a fascinating meeting place and a development area that the municipality is proud of.
**Communication hub**

Infrastructure in Oxelösund is well developed and the town has a good geographical location. There are good road links to Nyköping, where there are links to the E4 European Road and the southern main railway. Rail links to both the north and the south are good, and after the expansion of the Götaland Railway the travelling time to Stockholm will be very short. The railway between Oxelösund and Bergslagen is an important asset for the substantial goods traffic.

Oxelösund’s harbour is the only deep harbour on the east coast. It has considerable capacity both for conventional cargo and for Ro/Ro traffic. The harbour has specialised in coal, ore and steel and has substantial storage areas and excellent rail and road links.

**Population decline**

The problem for Oxelösund is its falling population. The decline in recent years is mainly due to a narrow economic base, large falls in employment and a shortage of attractive housing.

**Re-routing of motorway**

Several projects are under way to resolve these problems. The number of new jobs is to increase in order to strengthen Oxelösund’s role as a transport and logistics centre. The harbour will be expanded to increase capacity and satisfy the steel industry’s need for transport and also to promote outdoor recreation.

Manufacturing industry dominates the local economy strongly and employs about half the economically active population. There is a long tradition of iron working in particular, with Swedish Steel AB as the predominant employer. Oxelösund Harbour AB is another large employer. About 1 000 ships per week call in at the harbour and there are new developments all the time. The next step being planned is a ferry link between Oxelösund and Klaipeda.

Oxelösund was granted a town charter in 1950 and recorded its peak population growth in the 1970s. Then the municipality has 15 000 inhabitants, but since then there has been some decline and the municipality now has some 11 000 inhabitants.

In the heart of the town is St. Botvid’s Church, a very special church building inspired by the navigation marks along the coast. The name comes from the patron saint of Södermanland fishermen, St. Botvid, said to have been killed on the Södermanland coast around the year 1100.

With its natural links to the sea the archipelago town of Oxelösund has a history dating back to the Viking Age. Old Oxelösund was long a pilot and fishing community, but in the 20th century the town developed into a modern industrial community based on the iron industry and harbour operations. The municipality’s coastal location offers good potential for outdoor recreation.

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the tourist industry by providing new ferry services. The expansion of the harbour will be combined with a re-routing of the present motorway that goes through the town centre to the harbour.

**Waterfront housing and expansion of the harbour**

Moving the motorway to the west makes it possible to expand, and increase the density of, the town centre. Access to a new area of land provides opportunities to develop Oxelösund as an attractive community with waterfront housing. The new traffic routes will make the harbour easily accessible at the same time as heavy transports will disappear from the town centre.

**Modern housing stock**

Although it needs to increase its attractiveness Oxelösund already has one of the most modern housing stocks in the country. The urban settlement is compact and distances are short. The street system is well developed and of a high standard. In connection with planning for housing special measures have been taken for pedestrian and cycle traffic. Today Oxelösund has a completely separate network of pedestrian and cycle ways totalling 38.4 km. It is easy to take the pedestrian and cycle ways to the centre without having to use streets with motor traffic.

**Improvements in the town centre**

Green passages as filters for air and land-based pollution is a co-operative project run by local associations in Old Oxelösund, the municipality, Swedish Steel AB and Oxelösund Harbour. As part of its Agenda 21 work the municipality wants to reinforce the hard-pressed green spaces in the town. These may be areas adjacent to the harbour, storage areas alongside heavy polluting industry and built-up areas as well as places in the town centre. The result is expected to be better air and increased access to attractive and valuable areas.

Oxelösund Harbour is responsible for site preparation involving the restoration of areas used for the deposit of filling material and scrap, mining residues and as temporary parking areas. Oxelösund Harbour expects to work in close co-operation with residents, the municipality and business.

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**Strängnäs Municipality**

Planning and building along the Svealand railway

Strängnäs was granted its town charter in the 1280s, but was already mentioned as a cathedral city in 1120. In the Middle Ages Strängnäs was one of the most important towns in Sweden. It was here that Gustav Vasa was elected King on 6 June 1523, the origin of Sweden’s national day. As a result of its strategic location Strängnäs became an important market and legal town at an early stage.

The municipality is in the Mälar Valley about 45 minutes from central Stockholm. It has 30 000 inhabitants, 11 000 of whom live in the central town of Strängnäs. The municipality has a highly differentiated economy with a very large number of small businesses. It has advanced enterprises like drugs companies, instrument and electronics industry and consultancy companies but also traditional industries. The largest private employers are Åkers International AB, Gist-Brocades (penicillin) and Hemglass i Sverige AB. In the public sector the National Defence Forces are the largest employer.

In a recent study “The Small Town of Tomorrow” Strängnäs has been identified as one of 40 towns for the future in Sweden. As a result of its location close to Stockholm and its high educational level Strängnäs was the town thought to have the best potential for economic development.

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**Small town character**

“The municipality will develop into a dynamic idyll offering both a functioning local economy and housing close to Lake Mälaren”. The leading idea of this vision is to develop the small town character that Strängnäs already possesses but also to enhance the character of the small communities in the municipality. Housing, services and workplaces are to be integrated as far as possible. By altering the built environment and by increasing its density a better balance will be established with the natural environment and the landscape.

**Restoring the urban pattern**

As the existing communication routes form the backbone of the municipality it is important to develop locations with good accessibility for everyone. The re-routing of the Svealand Railway led to two new sites for stations, one of which is in a central location Strängnäs. This new station has released an attractive area in the centre and made infill development possible in the old track area. This creates the potential for new housing in central locations that can make use of existing services. As a result the re-routing of the railway will help to increase the attractiveness of Strängnäs.

**Regional partnership**

Co-operation between different actors is important for the realisation of the vision. Coalition for Sörmland is a broad partnership in the county that works for sustainable development and that is used to prepare regional strategies. Important areas at present are the creation of new jobs and the development of urban and housing environments. The second of these has to do with quality development in the planning of new housing and the presentation of good examples of land-use planning and architecture. This work makes use of the Vision 2025 ideas competition on the future of Sörmland held by the county administrative board and the municipalities. The competition, held in 1996, helped to increase interest in urban development and architecture among local people.

**Quality development**

Living in Sörmland is another joint inspiration and quality development project in the county intended to demonstrate the importance of safeguarding and making use of good settlement structures and Sörmland’s distinctive environments. The project is about public transport, integrated urban functions and architectural design. Living in Sörmland is working on the design of new town districts intended as models. The idea is to
develop the local tradition on site, to create beautiful environments and to use ecological techniques and materials. The model is the garden city principles of moderate scale, gardens near housing, traditional street systems and low rise development.

At present the municipality is working on two geographical areas in which it intends to move on from vision to action. The areas have been selected carefully in the sense that the landowner and developer is directly involved in planning and quality development. The idea in both areas is to create attractive environments rooted in the local cultural heritage but also reflecting current trends in architecture and planning. The objective is that these pilot projects will have qualities that will then enable them to be used as models by other municipalities, developers, architects and planners.

One of the areas is called Brobyholm and is located alongside the River Råcksta at Åkers Gun Factory, a Europa Nostra award winner, and the new road to Läggesta. The other area is called Marielund and is in Marielund Bay between Åkers Gun Factory and the small town idyll of Mariefred, close to the approach road to Mariefred and within walking distance of the station at Läggesta.

**Nordic traditions**

The proposed development at Marielund builds on the body of experience in Nordic traditions and consists of small blocks with narrow streets that contrast with the larger interiors of the blocks. An attempt to combine the cosy street spaces of the small town with the opportunities offered by country life for cultivation and additional building. A design programme has been drafted that uses the buildings in the area of cultural heritage interest as its starting point. Although the new buildings are simple, they will be made attractive by drawing on the potential offered by the existing natural and cultural environment.

**Historic character**

In Brobyholm the project focuses on the community’s beautiful location alongside the river. One important starting point for the project has been the history that has shaped the place through the industrial community of Åkers Gun Factory. Together with the county administrative board and the National Heritage Board the municipality has therefore placed Brobyholm in its historic context to generate understanding for the “soul of the place” thereby giving the area an identity. Inspiration for the new development has been drawn from previous uses.

**Architectural events**

During the Swedish Year of Architecture in 2001 events and manifestations are planned about architectural values and their development in the municipality. The aim is to generate public involvement for the future development of the built environment and to highlight the importance of cultural and historic roots and identity.

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The Norrbyskär example

Unique sawmill community
Norrbyskär is a group of islands about 40 km south of Umeå. These islands tell an interesting story about how a sawmill community was built up from scratch in less than ten years only to disappear just as quickly, almost 60 years later. The sawmill community was built on an American model as a unique model community of 22 buildings. In 1894 the first, carefully selected sawmill workers and their families moved to Norrbyskär. The next year the sawmill was fully under way and it was to become the largest sawmill in Europe, with its peak in the 1920s. At that time 1 400 people lived on the island which seethed with life and work.

Eventually this model community was also hit by rationalisations and cutbacks, and in 1952 closure was a fact. The sawmill era was over. Depopulation and out-migration from Norrbyskär increased, and in the mid 1970s all public services were closed and the last sawmill families left the island. Many industrial buildings and homes were demolished while others were sold as private leisure homes. Norrbyskär was forgotten and the flow of visitors shrank to a trickle.

Cultural heritage values
There are considerable cultural heritage and museum values on Norrbyskär. The remaining, unique buildings and cultural environment are largely unaltered since the 1920s. These values must be preserved and protected from future development. When MoDo planned to demolish the last industrial buildings in the mid 1980s the Norrbyskär YMCA (Young Men’s Christian Association) took action to stop the demolition. The Mo Ångsåg Foundation was formed in 1988 by Norrbyskär YMCA and its aims are to:
- Protect and develop the cultural heritage values.
- Build a museum about life and work in the sawmill community.
- Save and renovate the Steam Engine Building and other cultural remains.

Camp schools and courses
Norrbyskär YMCA is a non-profit organisation that has been running summer camp activities on the island since 1955. In the 1980s camp schools were added to these activities and today the organisation runs operations consisting of some 15 buildings with a total of 140 beds and a wide range of cultural activities. These are mainly aimed at children and young people, but courses, conferences and activity days are also organized for adult groups and companies.
New investments

Norrbyskär, which was an industrial community only a few decades ago, is now an idyllic summer island with some 40 000 visitors every year. The aim of the investments now being made is to increase the number of visitors to 60 000 per season. The investments include renovation of quays, new historical information signs, a basic exhibition and an educational landscape on the scale of 1:3 known as “Little Norrbyskär”.

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HAPARANDA MUNICIPALITY
On the border - Rajalla development plan

Cross-border co-operation
On the border between Sweden and Finland the two communities of Haparanda and Tornio have formed a border-free Swedish-Finnish union. This cross-border co-operation has developed and deepened increasingly since the mid 1980s. In 1987 the co-operative organisation Provincia Bothniensis was formed with the aim of, developing, expanding and enhancing co-operation between the towns. Today this co-operation extends across almost every area of local government activity; the towns have joined up their district heating systems, they have a joint sewage treatment works, joint investments in rescue services, a joint comprehensive school and language school and a common upper secondary school programme (the Euro upper secondary school).

When Sweden and Finland entered the European Union this co-operation was given additional impetus and in the spring of 1995 Haparanda and Tornio proclaimed themselves to be a new common town, Eurocity, with 35,000 inhabitants and 2,000 businesses. Cross-border co-operation is now focused on joining up the physical fabric and the activities of the two sister towns.

Cross-border town planning
On the border – Rajalla is about town planning across the national border between Sweden and Finland. The northern region of the Swedish Road Administration and the Finnish Lapland Road District are taking part in this project. Their co-operation has given the two towns a unique development potential. The aim is to join up the towns into a functioning unit that safeguards and develops their common resources for long-term economic and social development. The project is intended to raise awareness of the two towns and to develop the region into a European centre.

Cross-border planning culture
The Toma Project is aimed at producing a new land-use plan for the Torne Valley. The plan involves opportunities for co-operation in land-use planning, contacts and networking, common visions, ideas and knowledge about the municipalities’ planning systems and planning contexts, etc.

This is a pilot project to develop cross-border regional development planning. The project has a European perspective and is being carried out in co-operation between Haparanda and Tornio, the Lapland Land Survey Bureau and the LINFO centre, a regional co-operation body in Norrbotten county for the development and co-ordination of geographical information technology. The aim is to create an effective strategic and control instrument for sustainable development and a document for growth, competitiveness and employment. The plan will form the foundation for the municipalities’ comprehensive plans.
AND THE TOWN OF TORNIO

The Bothnian Arch
The Bothnian Arch is a coastal area that stretches from Brahestad to Piteå. It is a densely populated area with some 470,000 inhabitants. The Bothnian Arch is also the name of an EU Interreg IIc project expected to run from 1999 to 2001. The project is divided into three subprojects: Vision and strategy, Communications and tourism and Environment. The participants in the project are the coastal municipalities in Sweden and Finland, the county administrative board and the Finnish regional councils affected. Other partners are Lybäck in Finland, Murmansk and the Karelian region in Russia.

The aim is to use regional planning to create a common vision of the future of the region and a development strategy to strengthen the civic life and economy of the Bothnian Arch. Issues include the correct use of land and water resources and the safeguarding of the cultural heritage and natural resources. The project is also intended to stimulate better cooperation to make the regional economy more diverse and competitive. Active cooperation is intended to strengthen the competitiveness needed to attract other actors to locate in the Bothnian Arch. Another purpose is to identify the position of the region in the EU and to establish the concept of the Bothnian Arch. The project includes a study of conditions for the formation of a Euroregion.

Communications project
The North Bothnian Railway is a new railway planned between Umeå and Haparanda. The route, which is some 400 km long, consists both of new track and of the upgrading of existing rail sections. The project is a major community development project one result of which may be a durable common labour market.

Tornio and Haparanda share a long history. In the Middle Ages Tornio was one of the most famous market places in the North Calotte region. The town was founded in 1621 and grew rapidly into a commercial town with a strategic location as the “Gateway to Lapland,” and for centuries trade from Lapland has passed through the town to world markets. Commerce is still important and the harbour is expanding all the time. At present the construction of a container harbour in the Tornio/Kemi area is being discussed. Today the regional airport has all the facilities needed for international air traffic.

Tornio has some 23,000 inhabitants, most of whom work in the manufacturing and service industries. The largest employer is the Outkumpu Steelworks, which has 1,900 employees at present. In the next five years the company is going to double production, and this requires an investment of SEK 5,000 million. Lapin Kulta is the second largest brewery in Scandinavia and employs some 200 people. The tourist industry is being developed in co-operation with Haparanda and other municipalities in the Torne Valley. This work builds on existing assets like the archipelago, the river valley, the geographical location and the cultural environment. Tornio has a good reputation as a cultural city, but has long been best known as an important educational city.

The aim is to join up Haparanda and Tornio. Photomontage: Haparanda municipality and the town of Tornio.

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**KIRUNA MUNICIPALITY**

Sustainable development in Kiruna municipality

When mining in the area was to start in the early 20th century the town of Kiruna was built on completely undeveloped land. Hjalmar Lundbohm, who was managing director of the mine, wanted to make Kiruna into a model community and he used the foremost architects in the country in a major community development project. In 1908 the decision was taken to form an urban district, and in 1948 the whole community was granted a town charter under the name of Kiruna.

Kiruna is also a young town in terms of the population's age. The median age is 39.4 while the corresponding figure for the whole of Sweden is 40.2. There are 25,000 inhabitants, 20,000 of whom live in the central town of Kiruna. The municipality is the largest in area and the northernmost in Sweden. Despite its peripheral location communications are good. The railway is the artery of the ore industry with its ice-free harbour in Narvik as an important asset. Other transport needs are met by the E10 European Road and by air traffic.

Mining is still the basis of the whole municipality's existence. In recent decades, however, intensive efforts have been made to reduce the one-sided dependence on iron ore. Apart from LKAB other large companies in Kiruna include Mekan Industri, Satellus, Sema Group, Metria and Radiotjänst. Kiruna has long been of interest to environmental and space research, and the first natural sciences research station was built in the Kiruna Mountains in 1903. The municipality now has one of the world's largest space research organisations, the European Space Agency (ESA), Tarfala glacier research station, the Swedish Institute of Space Physics (IRF) and the Swedish Space Corporation with its Esrange rocket and balloon base. Campus Kiruna with a space and environment university will also open in early 2001.

Tourism is another important industry. Kiruna has a magnificent landscape with popular tourist destinations like Kebnekaise, the Riksgränsen border settlement, Abisko and the Ice Hotel in Jukkasjärvi. Reindeer husbandry is still one way of making a living. These industries are sometimes combined with hunting and fishing. Kiruna also has a distinct multicultural character. Sami culture mixes here with the agrarian culture of the Torne Valley.

**The first settlement**

Mining is not the kind of activity that can be associated with sustainable development. However, the new community to be built up in the early years of the 20th century on a completely undeveloped mountain around the mine operations was planned as a model community. There was to be a town plan adapted to the local climate and terrain and with good housing for workers and their families. It was not to be a shantytown, that kind of town developed readily at that time at newly opened mines. The special geographical conditions so far north of the Pole Circle had also to be tackled. Skilled architects were used for planning and housing construction. A tramline was laid out for the transport of workers from their homes to the mine area.

**Concern for the town and its inhabitants**

The settlement structure that then began to take shape, has proved capable of standing up to the continued development of the community. A conservation plan was adopted in 1984 to guarantee the conservation of the old housing areas, several newer buildings and the original climate-adapted town plan from 1900. These values are now of national interest for cultural heritage.

In a supplement to the comprehensive plan dealing with the central town of Kiruna, adopted in 1994, these ideas have been adapted to fit the much larger urban area that has developed since 1900. This structure, with a compact town set in the landscape, favours sustainable development. The sitting on a low mountain slope gives the central town a milder climate in the winter than the surrounding low-lying swamp areas and river valleys. Trips out into open countryside are shorter, as are distances in the town.

The pedestrian and cycle system has been expanded and kick-sled paths and parking areas have been provided. One ambition, according to the supplement to the comprehensive plan, is that the separate town districts should function independently by having simple local services and schools and that activities that cause disturbances should not be permitted in the housing areas. The design of the buildings to take account of low insolation and snow and wind conditions is also dealt with.

Kiruna town centre has been altered to cut traffic to a quarter, resulting in significant reductions in air pollution. The one-way system introduced, leading traffic downhill, has also contributed to the reduction in air pollution. Cars are not completely prohibited on narrower streets, but pedestrians have been given more space.

Pedestrians have priority in town planning and small open spaces sheltered from the wind have been provided, for example. The idea is to make use of all the opportunities provided by the different seasons, as envisaged in the
original climate-adapted plan. The idea of glassing in the centre has therefore been dismissed up to now. Instead discussions are in progress on how to use snow for play and other activities and on the design of sculptures that work in both the winter and the summer. The lighting of the town for the dark period is also important. The aim is to retain as much as possible of the town centre's attractiveness compared with the peripheral centre alongside the future route of the E10 European Road.

Another measure that has helped to reduce air pollution in Kiruna is that a large part of the buildings in the town now have district heating. On cold days in the winter columns of smoke used to be seen rising over the town from every building. Now all that is seen are the two smoke columns rising from the district heating plant.

The town’s surroundings
The town's contact with the magnificent landscape is important for people's well-being. One ambition is that people should not have to take the car to get out into the country. Footpaths lead from the housing areas out to large, continuous recreation areas. Illuminated tracks that make exercise possible in the darkest part of the year are provided on all points of the compass. Snowmobile tracks have been provided around the town in places where they do not disturb skiers or the reindeer industry. A reindeer trail has been included in a detailed development plan to ensure the survival of the reindeer industry. Exhausted mine areas are being re-used as recreation areas (a golf course, slalom slopes, etc), for small businesses and for wind turbines. There are plans to move the E10 European Road, which now passes through the town, outside housing areas but to keep a central route for the road by providing over- and underpasses for pedestrian and cycle traffic.

Adaptation to the climate is an important starting point for planning in Kiruna. Climate-adapted planning deals with issues like benefiting from the potential and values of the different seasons. It can also include the creation of sunny outdoor places sheltered from the wind. Photo: Anita Skans.

The remainder of the municipality
The municipality-wide comprehensive plan deals with the value of large untouched areas. Much effort has been devoted to finding alternatives to the cyclically sensitive mining industry, which is going decline in the long term. In this context the large untouched areas and Kiruna's geographical location are an asset for the development of the reindeer industry, research, space activities, tourism and local residents' own outdoor recreation.

A separate snowmobile track plan was adopted in 1996 and construction is under way at present. Channelling snowmobile traffic generated by both tourists and residents is essential to protect the countryside. The Environmental Code prohibits the use of any of the rivers in the municipality for hydropower. The development of wind power will therefore be considered in the coming review of the comprehensive plan. There are several suitable areas for wind power development in Kiruna.

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Ovanåker municipality is in southern Hälsingland. The Voxnan River, the best-preserved river south of Lapland, runs through the municipality. The area is classed as of national interest for nature conservancy, and it offers a unique and fantastic wilderness with much to see and experience. The undulating landscape contains a rich selection of well-preserved farmers’ manor houses, which are large buildings with magnificent entrances and porches as well as beautiful murals. These have become something of a special feature of the Voxnan Valley.

The municipality has some 13,000 inhabitants, 7,000 of whom live in the central town, Edsbyn. Population is falling every year, but the rate of out-migration has decreased significantly. The municipality’s aim is to increase the level of education through the upper secondary school, adult education and co-operation with the University of Gävle/Sandviken. Apart from the urban communities of Edsbyn and Alfta the municipality has a very rural character, and 80 per cent of its land area consists of forest.

By tradition Ovanåker is a municipality whose local economy has long been dominated by forestry, wood processing and the engineering industry. Nefab, Edsbyverken, SP Fönster, Alfta Rehab Center and CC Systems are the largest companies in the municipality today.

Early start to the process
Comprehensive Plan 2000 for Ovanåker municipality was a long-term project that took three years to complete. The municipality’s first comprehensive plan was published in 1990 and much of it is still relevant. Making an early start on Comprehensive Plan 2000 gave plenty of time to develop key issues in project form, alongside the planning process.

Environmental considerations, ecocycles and resource management
The main thread running through the work consists of more attention to the environment, ecocycle thinking and resource management. Other issues dealt with are appropriate and sustainable settlement structures, caring for and developing natural and cultural environments and increasing citizen influence.

Advantage Ovanåker
The renewal project Advantage Ovanåker is an important step in shaping the municipality’s objectives and strategies for future development. The main aim is to stem the loss of population and increase the proportion of women and young people by making the municipality more attractive. A more differentiated economic base is to strengthen the labour market and improve weak municipal finances. By providing well-developed communications, attractive housing environments and a better range of culture and leisure activities the municipality intends to turn round developments for a positive future.

Given the changes made to legislation, it is the comprehensive plan that contains the municipality’s guidelines for its future activities. The emphasis in the plan is on managing and developing natural resources in the form of untouched nature, focusing on the Voxnan River. The open agricultural and cultural landscape is to be conserved and built environments of national interest are to be highlighted. The plan stresses that nature conservation values are to be taken into account when natural resources are used.

Agenda 21 integrated in the document
The municipality’s Agenda 21 document is part of the basis for the comprehensive plan. Questions concerning resource management, environmental considerations and ecocycle thinking have permeated the entire plan and are not confined to a separate section.

Cultural environment project
Alongside work on the comprehensive plan Ovanåker municipality has been running a culture environment project that achieves a number of
aims. Several built environments of national interest in the municipality have been inventoried and documented. Property-owners have been inspired to take well-adapted maintenance measures. The cultural landscape and its buildings are being highlighted and made visible in various contexts. As the first municipality in the country, Ovanåker has entered the entire text and picture material (almost 2 000 buildings) in the building register of the National Heritage Board. The overwhelming part of the documentation will be available to the public via the home page of the National Heritage Board.

Theme meetings, village organisations och information newspaper
One effort in work on the comprehensive plan has been to increase public participation. This has been done by arranging theme meetings on topical subjects at which themes like built environment, culture, tourism, leisure, fishing and nature have been discussed. Active village organisations and the municipality's information newspaper have been other channels for consultations.

Continuing work
The guidelines and action alternatives presented in the Comprehensive Plan 2000 will guide the municipality's future activities. Work will continue with a nature conservancy inventory, additional studies to deepen the comprehensive plan and special area regulations under the Planning and Building Act for built environments of national interest.
Karlskrona is a modern IT town with an historic heritage still to be seen everywhere. Ever since the city was founded in 1680 by King Karl XI – with the intention of making it the new military capital – baroque buildings, churches, military messes, wooden buildings and the important naval port have combined to form a unique environment. The very well preserved 17th and 18th century environments of the naval port are unique in the world as Sweden has had a long period of peace, and Karlskrona has been selected as the ninth Swedish site on the UNESCO World Heritage List. The town itself is built on 33 islands and lies in the heart of the Blekinge archipelago.

There is broad support among the 61,000 inhabitants of Karlskrona municipality for increased co-operation with the Baltic countries. The Baltic Trade Center is a network that works for growth through international business and commerce with the Baltic countries.

For several centuries Karlskrona was a centre for Sweden’s investments in armaments for war and defence. The Karlskrona Naval Shipyard was Sweden’s largest industry at the end of the 18th century and was the dominant workplace in the municipality well into the 20th century. After the Second World War other large companies located in the municipality, including Ericsson (telephones and switchboards), Dynapac (road-making machines), Uddcomb (nuclear power equipment) and Luma (light bulbs and fluorescent lamps). The late 1980s and early 1990s saw further differentiation and renewal of the labour market. National government activities like the National Board of Housing, Building and Planning and the Swedish Coast Guard were located in Karlskrona, as were new industries like Åkermans and ABB.

In the 1990s a growth network – TelecomCity – was created to increase growth opportunities in the rapidly growing telecom industry. The telecom industry is very knowledge-intensive and needs a highly trained workforce to be able to grow. The municipality has therefore invested strongly in higher education mainly in the IT field.

Karlskrona’s regional importance and function
Karlskrona was founded as the main base of the Swedish navy in 1680 and is the capital of Blekinge county. In the mid 1980s the city’s economy was in crisis and a succession of businesses closed. The military was in decline and the shipyard was also in crisis. The turning point came in the late 1980s when the municipality focussed on knowledge-based companies, including Europolitan and Ericsson Software Technology. The new regional university was also given an IT profile. The university has established intimate co-operation with business and many of the students are working in projects in local companies.

On 10 August 2000 Karlskrona municipality received its World Heritage nomination from UNESCO, thereby achieving international status and attention with the new development opportunities this offers. This event can be said to constitute a gateway between the military significance and growth of the historic town and the emergence of the town of the future.

By long-term efforts over recent decades the municipality has built up a new platform for education, business, tourism and communications to replace the industrial base now in decline.

Today Karlskrona is one of the few regions in Sweden to enjoy positive and durable employment growth in future-oriented branches. This creates new needs to plan central areas for urban development while safeguarding the qualities of the town.

The Europolitan office building. Photo: Joakim Johansson.
Specialized future
Sweden needs specialised regions as a base for the knowledge-based companies of the new age. Together business and knowledge environments create a breeding ground for new business ideas that are viable in global competition. The environments that attract and can retain globally competitive competence and which have a well-developed capability for interaction will be the winners. These insights are one of the cornerstones of Karlskrona's future:
- The attractive living environment.
- The growing economy.
- The best knowledge.
- The open attitude.

Drafting the new comprehensive plan
As a result of Karlskrona municipality's work on a new comprehensive plan the municipality initiated along with the Urban Environment Council of the National Board of Housing, Building and Planning, Blekinge Technical University, the County Antiquarian and Blekinge Museum a joint series of seminars on strategic issues and objectives for a new comprehensive plan. The main questions in the comprehensive plan “karlskrona.se” deal with the care of the World Heritage, halving resource use, doubling quality of life, regional development and implementation issues.

Basic principles
The comprehensive plan is to focus on the planning of the urban fabric and the town centre, themes which are to be seen as supplements to the municipality-wide plan. This focus contrasts with the previous comprehensive plan, which devoted much space to rural issues and the planning problems of smaller communities. In these areas “karlskrona.se” will work with policies instead of guidelines for individual areas.

Particular attention will be given to large development areas that can complement the town in the future. This applies to both the oil harbour and the Pottholmen island. In every instance planning has links, strong or weak, to the development of the World Heritage Site, and this gives this work a special dimension.

Development plan
In the 1990s the municipality has focussed on three development areas for future employment. These are Telecom City, the Meeting Place of the Baltic and Destination Karlskrona.

So far Telecom City has been most successful of these and is creating, in its own area alone, 500 jobs every year. This is why it is natural that developments in the telecommunications industry form the starting point for the municipality's plans.
SOLLENTUNA MUNICIPALITY
Silverdal – a sustainable urban district

Sollentuna municipality is in the province of Uppland and the Stockholm region. It consists of an undulating rift valley landscape with pine-forest covered heights and cultivated clay plains or lakes in hollows. The northwest part consists of the protected environment of the Järva area with its valuable nature and recreation values. The many ancient remains show that people have settled, cultivated land and traded here for more than 1,000 years. There are visible examples of early cultures such as grave-fields, ancient castles, mounds of stones and rune stones. Among the glories of Sollentuna are the always-topical Sollentuna Exhibition Centre and the tradition-rich environments of Edsberg Castle and Bergendal Manor. The area has a long historical tradition.

With its location just north of Stockholm it only takes a quarter of an hour by local train to travel from Sollentuna Centre to the heart of the capital. This proximity to Stockholm has contributed to a constant population growth since the early 1980s. At present the municipality has some 53,000 inhabitants. The municipality is small in area and almost the whole population lives in the built-up areas.

Sollentuna’s location in the Stockholm area has also influenced the local economy and the considerable amount of in- and out-commuting. Public administration and service companies dominate the economy.

The vision that Sollentuna builds its work on is that the municipality is to be a place where people like to live and work – people should be able both to work and to enjoy satisfying leisure in the municipality. High quality housing should make every town district attractive and give it a character of its own. People’s feelings for the district and its cultural heritage should be strengthened.

Garden city
The central ideas in work on sustainable development in the town district of Silverdal, or Silver Valley, are to create a living social environment. This is to be done by mixing workplaces and housing but also by adapting the district to the cultural values of the area and to its green wedges. The intention is to build the district around a central park, to provide appealing open spaces in the streets and squares and to build on a moderate scale in line with garden city principles.

Environment and resource management
Environment and resource management are other important starting points for sustainable development in Silverdal. The municipality’s intention is to adapt the district to ecocycles, for example by promoting far-reaching resource management and planning for limited car use and good public transport.

Participation
Sollentuna municipality is keen for local people to participate in the process of change. This contributes to understanding and a sense of community but also helps raise interest and involvement in municipal activities. The municipality’s objectives and visions are important instruments in this context. The information policy produced by the municipality is an aid to the democratic process. The policy says that information shall be provided before, during and after the political decision process in matters of importance.

Sollentuna’s comprehensive plan identifies four important perspectives for a sustainable community. Work on the renewal of the Silverdal district has been based on these perspectives.

Social sustainability
• All people have to be needed and to have a meaningful task.
• Integration of people with different backgrounds and life situations should be assisted.
• People should have a sense of belonging and feel secure and they should be able to meet and mix with one another.
• The local environment should promote physical and mental health.
Ecological sustainability
- Finite resources should be re-used or conserved.
- Substances that are foreign or harmful to nature and people must not be
  spread.
- Bio-diversity must be conserved.
- Resource turnover should be effective and be regarded as fair.

Economic sustainability
- The local economy should be differentiated.
- International contacts and exchanges should be sought.
- There should be full employment, i.e. everyone should be able to earn
  their living.

Organisational sustainability
- It must be possible for everyone to take part in decision processes in the
  community.
- Local influence, responsibility and empowerment must be possible.
- Exchanges of experience and new thinking should be stimulated and
  made possible.
- The community should be accessible to everyone.

Implementation
The plans for Silverdal are far advanced and will be realised in the near
future. In all the area will accommodate some 1 000 dwellings and premises
totalling 100 000 m² in a science park. The park will have a strong
environmental profile in the niches of Environment/IT and Environment/
Buildings. A special organisation is now being built up to support the
establishment and development of business in the district. The whole di-
strict is to be an attractive place for people to live and work in.

Sketch of a block in the Silverdal urban district. Important starting points in the
planning of Silverdal have included garden city principles, the integration of
workplaces and housing, ecocycle adaptation and good public transport provision.
Illustration: Kjell Forshed
In Varberg you can almost hear the wings of history. Memories of times past can be identified in the form of ancient remains, stone age settlements, stone circles, mounds of stones, and the impressive symbol of the old Danish town – the fortress with its origins in the 1280s. This fortification, which was once an important support point in Nordic politics, now houses the county museum, whose attractions include old dungeons, the well-preserved Bocksten man and the "button bullet" said to be the bullet that killed King Karl XII.

Varberg begins where the waters of the Kattegatt reach land and then stretches for 60 km along the coast of Halland county. The municipality is bordered with bathing caves and long sandy beaches that form an open coastal landscape. The coastal zone is densely populated, while the inland forest tracts are more sparsely populated. The municipality has some 52 000 inhabitants, but in the tourist season the number is much larger. The town centre is characterized by the small-scale gridiron plan from the 17th century. The rest of the settlement consists mainly of private houses and small areas of blocks of flats with plenty of greenery between the buildings.

Varberg has old traditions as a spa town and the buildings from this period can still be seen. At the beginning of the 19th century people from the upper classes came here to take the healthy spring water. King Oscar II, Gustaf Fröding and Verner von Heidenstam frequently visited the town to take cures like seaweed baths. The tourist industry is of great importance to the town throughout the year.

Conditions for business in the town are excellent, and its location in the middle of the west coast is ideal. There are a large number of companies in many different economic sectors. Vattenfall AB Ringhals, Södra Cell AB Värö Bruk and Monark Crescent AB are among the large companies located in the municipality. The service sector is expanding rapidly. Transport provision for cars, rail and boat are very good. For example, there is a ferry link with Grenå in Denmark.
Development potential of the town centre

According to the plan commercial development will be located, as far as possible, in the town centre and be given sufficient scope there to expand and to promote good competition. At the same time as the plan indicates suitable locations for supplementary retail development in the town centre, it also points to suitable locations for convenience stores in urban districts. The town centre is also to provide development opportunities for public and commercial service, culture provision and housing. The town and other urban areas are to be given good conditions for an effective main network of public transport by establishing continuous separated routes within the town and between the five service areas and the town. Pedestrian and cycle traffic are to be given priority and provision for these transport modes is to be improved between the urban districts and the town centre.

Central travel centre

The hub for rail and bus travel will be a travel centre, for both trips in the municipality and regional public transport, placed in a central location. The harbour and the ferry link to Denmark are important, mainly for local business, and will therefore continue to be given good development opportunities. The interplay between various public investments, urban structure and settlement development is closely linked to the accessibility of public transport and the travel centre. To achieve the municipality's objective – a sustainable local environment – a good interplay is needed in time and space between various public investments. In this context the upgrading of the West Coast Railway to a double track is of considerable importance, both for commuting to and from Göteborg and other nearby centres and for longer trips. An upgrading to a double track in the town has been studied and the solution proposed is a tunnel under the town. This will make it possible to retain the central location of the station while meeting environmental criteria in a reasonable way. The location question was considered in the comprehensive plan through an in-depth study of the urban area.

When the ferry traffic is moved, land areas will be released for the development of other uses: education buildings, offices, commerce, housing, etc. Photo: Sven-Erik Peterson. Montage: Town Planning Department.

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VALLENTUNA MUNICIPALITY
The comprehensive plan – a tool for sustainable development

Vallentuna is in a well preserved but vital cultural landscape in the Stockholm region that is characterised by agriculture and stock breeding over several thousand years. The municipality still has the distinct feel of a farming community. The district is very rich in ancient remains. It is among the municipalities in Sweden with most rune stones and has 165 known rune inscriptions.

Settlement in the urban communities has grown up relatively slowly, mainly since the 1950s, which means that their "annual rings" are clearly seen. The built environment is on a small scale with medium density and lots of greenery. Most housing is private houses and no buildings are more than four storeys in height.

The municipality has an area of 360 km², making it about twice the size of the City of Stockholm. Vallentuna municipality adjoins Sigtuna and Norrtälje to the north, Upplands Väsbä to the west, Täby to the south and Österåker to the east. Vallentuna's location some 25 km north of central Stockholm, has contributed to constant population growth since the 1960s. The municipality has a relatively young population. It has 25 000 inhabitants, some 18 000 of whom live in the central town of Vallentuna. The other urban communities in the municipality are Lindholmen, Karby/Brottby and Kårsta/Ekskogen. The proximity to Stockholm has also shaped the local economy, which is dominated by services and commerce and considerable out-commuting.

Building support and acceptance
In Vallentuna work is in progress on a new comprehensive plan. The plan is intended to be an instrument for sustainable development. To achieve this, objectives and guidelines have been integrated in all the planning work. To be effective the instrument has to have the acceptance and support both of the municipal organisation and of inhabitants.

Specific objectives
The objectives set up for sustainable development must be comprehensible and useful to both official and citizens. National objectives must therefore be translated into regional ones to provide starting points for local objectives or guidelines in the municipality's comprehensive plan. This working method can be illustrated using the national environmental quality objective "A good built environment". It has been broken down into regional objectives and corresponding local guidelines in Vallentuna's comprehensive plan.

- **15 Swedish environmental quality objectives**
  - No 11. A good built environment

- **Regional environmental objectives**
  - A good built environment requires all new building development and infill in existing development to be planned so that nearby green areas remain readily accessible and retain their function for recreation and health.

- **Local guidelines**
  - Park near housing, at least some 50m² per inhabitant.
  - Local green space within 300 m
  - Local green space linked to areas for country walks
  - Green corridors between green spaces.

Plans in readiness for different types of areas
Vallentuna's comprehensive plan gives special attention to the question of what areas can be used for additional settlement development taking into account sustainability and the use of existing infrastructure. But the plan also describes how the municipality will deal with transition areas and how to support economic development through better preparedness in planning.

There are relatively few jobs in the municipality. Existing business will therefore be safeguarded and supported. The intention is to breathe more life into the towns and communities in the municipality at the same time as work trips can be shortened. To counter functional separation in towns...
detailed development plans permit the establishment of businesses in housing areas. By specifying conditions for different types of businesses their needs can be met at the same time as work areas are given a satisfactory location in relation to environmental and other criteria.

### Active process

An active process with many participants is needed to make the comprehensive plan an effective instrument for sustainable development. The process is actually more important than the final outcome, as the aim is to make all actors aware of a holistic perspective and to raise the quality of urban development by doing so. In work on the comprehensive plan an active process has been achieved in several ways.

Environmental profiles have been produced for the entire municipal organisation in connection with Agenda 21 work on the basis of the municipal executive committee’s objectives for sustainable development.

A common view of the future, a vision, has been drafted in parallel with work on the comprehensive plan.

A series of exhibitions and consultations have been held on environmental issues. The consultation proposal was presented in detail at an exhibition and the public were invited to Open Houses there. Political parties, committees, boards, local associations, business people, etc were invited to showings at different times to enable discussions based on each group’s specific interests. Assignments done by school classes on the development of the municipality have also been presented at the exhibition. The result was a broad debate that generated plenty of impulses and ideas for future work.

<table>
<thead>
<tr>
<th>Category</th>
<th>Needs</th>
<th>Type of business</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offices, neat small industry, crafts</td>
<td>Close to public transport and centre services. Attractive location in town. Good advertising location. Contact intensive.</td>
<td>New build, small and large businesses. Staff intensive.</td>
</tr>
</tbody>
</table>

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In 1990 Västerås celebrated 1000 years of settlement. The city is mentioned in the 12th century as the seat of a bishop and from the mid 14th century there was a sheriff appointed by the King. Västerås became an export harbour at an early stage for iron and copper from the Bergslagen mining district, making it an important town in the Mälar Valley. The Parliament that abolished Catholicism was held here in 1527, and it was here that Johannes Rudbeckius founded Sweden’s first gymnasium, or grammar school, in 1623.

The town’s real expansion began in the late 19th century when ASEA, now ABB, moved to Västerås, which was transformed from a school and merchant town to an important industrial town. New districts have been added successively and have grown like tree rings out from the old town centre. Most of the present city of Västerås has been built in the past fifty years. The city centre was subject to radical programme of urban renewal in the 1950s and 1960s.

With 125 500 inhabitants Västerås is the sixth largest municipality in the country. The Mälar Railway, Sweden’s largest inland harbour, with considerable container traffic, and an international airport make the town a natural centre for transport and travel in the Mälar Valley. Today ABB is part of a worldwide group of high technology companies. Although ABB has great influence on much of the local economy, Västerås is also city of small and medium-sized companies. This was where the ICA grocery retail group was founded and there are lots of media businesses. In Kopparlunden (the Copper Grove), a city district that can draw on more than 100 years of industrial tradition, the Västerås Technology Park is now growing up with knowledge-based and technology companies in co-operation with education and research at Mälardalen University. This growing university is housed in modern premises near the city centre and now has some 13 000 students at its main campuses in Västerås and Eskilstuna.

Västerås is usually called the most cycle-friendly city in Sweden. Some 30 percent of Västerås residents cycle to and from work.

Starting points
The comprehensive plan for the urban community of Västerås sets out goals and strategies for the development of the city. These goals are then translated into proposals for a physical structure and an approach to guide subsequent planning for the change, renewal and development of the city. This plan is designed to provide readiness for different development alternatives. It is intended to be flexible and robust.

Quality of life and sustainability are the overall goals of the planning work. Sustainability is to be ecological, economic, social and cultural, and an important part of planning work is to describe what these four sustainability factors mean in Västerås. The planning approach is that the sustainable Västerås will be characterised by participation, closeness, balance with nature and competitiveness.

Participation
Being able to influence our living environment is part of good quality of life. Participation, information and dialogue are therefore important in all the planning work. One important part of the work process is developing methods to involve Västerås residents in various ways and the aim is to create many opportunities for meetings and discussions on the future of Västerås. Information is accessible in various ways, including the Internet.

Closeness
Closeness involves cycling distances, being close to work, being close to services and cultural and leisure activities, closeness between people and access to many different meeting places.

Balance with nature
Balance with nature means land and water use that strengthens the carrying capacity of nature by protecting water and developing biodiversity. Balance with nature also means sustainable material flows in the city. This includes using less resources more efficiently, using the right things, reducing emissions to air and water, having sound indoor environments and reducing waste quantities.

Competitiveness
The sustainable city of Västerås must be competitive and attractive. Key concepts for the City on the Lake Mälaren are a vital city centre, a regional
centre of commerce, a rich cultural life and good communications, i.e. a city that attracts people and businesses. The main strategies being tested in planning work are to:

- Build the city inwards
- Mix housing and other uses
- Strengthen the role of water and vegetation
- Establish a new way of looking at traffic.

Planning strategies

In the densely developed city transport needs are reduced and land is saved. This generates closeness between people, housing and other uses. Integrating housing and other uses makes the city both more interesting and safer to use. Water and greenery help to give the city character and provide opportunities for outdoor recreation. The environment gets cleaner at the same time as plant and animal life has a better chance of developing.

In planning work the various demands on land in the city will be analysed using these planning strategies. The impacts of the plan will be described in terms of the ecological, economic, social and cultural aspects of sustainability. One part of work on the comprehensive plan is an analysis of the transport system using a new way of looking at traffic. How can the expectations of Västerås residents for security, good environment, good accessibility and low congestion as well as good design of the streetscape be reconciled in a low-density urban landscape?

Young people in planning

A public participation project targeted on young people was carried out in 1999. The aim was to involve young people in urban development issues and to find out how they see the future of Västerås. An additional aim was to interest teachers in planning and to integrate the subject in the school syllabus.

The school project resulted in lots of positive experience. It has provided insights about the possibilities for young people to take part in urban planning. In close co-operation with the City Planning Department the young people have prepared proposals for how to make the urban environment more pleasant. The pupils worked within a clear framework with set conditions on design questions like what they wanted the square and centre to look like, how more meeting places can be created and how to make green spaces appeal to everyone. The pupils then reported their work to classmates, city officials and politicians. Co-operation between planners and school staff has been very good. The project has also led to increased contact between teachers in different subject areas.

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KARLSHAMN MUNICIPALITY
Karlshamn from our perspectives

When King Karl X Gustav was looking for a base for his navy his choice fell on the small fishing village of Bodekull with its deep and well-protected harbour. In 1666 Bodekull was given the name of Karlshamn in honour of the King. Karlshamn has long been an important seaport and link with other countries.

Karlshamn Harbour is a hub around which much of the activity in the municipality circles. The harbour is the seventh largest in the country and is developing into an international harbour, industrial and logistics centre.

Karlshamn municipality extends from the forests of Småland to the islands in the furthest reaches of the archipelago. The municipality has 31,000 inhabitants, 12,500 of whom live in the central town. The local economy in Karlshamn is dominated by a number of well-known international companies with substantial exports like Södra Cell AB, IFÖ Sanität AB and ABU AB. Karlshamns AB is the largest industry in the municipality and is the largest vegetable oil factory in northern Europe. Carlshamn Mejeri is another well-known company whose dairy products have a very clear environmental and health profile. There are also a number of small businesses specialising in transportation, engineering and commerce.

At the harbour is a monument to the great Swedish emigration in the mid 19th century to the huge country in the west. Here you can see Karl Oskar and Kristina who are depicted in Vilhelm Moberg’s great immigrant epic novels. In Karlshamn you can also visit the childhood home of Alice Tegnér, the premier composer of Swedish children’s songs. There is also a Swedish Punch Museum showing everything about the production of Karlshamns “national drink”.

New planning process
Karlshamn municipality feels that the traditional way of working on strategic planning must be re-assessed. It is not enough to base a comprehensive plan that will steer development in the municipality solely on considerations of land- and water-use. It is important to include other starting points like:

- local people’s and politicians’ views about a good community
- putting people in the centre
- quality of life, well-being and security
- looking after what we have while gradually adding new build and
- greater attractiveness.

Karlshamn municipality has started a new form of process in comprehensive planning using these strategic issues as starting points. All municipal departments take part in this work, as do citizens groups and business in the various geographical parts of the municipality.

Development and marketing
Vision Karlshamn is a development and marketing project that forms part of comprehensive planning. The aim is to point out Karlshamn’s strong sides and to try to develop them. The target group is inhabitants and companies already in the municipality but also people and companies that may be interested in moving to Karlshamn. The project, which was carried out in 1999 and 2000, consists of five subprojects:

- Workplaces. New technology is changing many workplaces and demanding greater competence and creativity.
- Terminal. Stronger central role in the growing trade across the Baltic with modern technology and transport informatics.
- Competence. Knowledge-based companies in combination with new higher education programmes in the fields of contracting, media technology and intelligent transport systems.
- Housing. Attractive waterfront housing with everything in reach. The aim of the project is to market Karlshamn as a residential location.
- Experiences. The focus is on nature and technology and the aim is to develop “experience companies” and to shape a “visit profile”.
Search company
For each of these areas a project manager has been appointed to study opportunities and problems. The results will then underlie the work of the municipal administration on planning and regular activities.
Borlänge has 47 800 inhabitants, some 40 000 of whom live in the central town. The good transport opportunities have made Borlänge the county centre for commerce and transport. Borlänge is a node for both rail transport and major national road traffic. It also has the Dala Airport with 12 daily departures to Stockholm and Europe.

Borlänge has a varied economic base. It includes heavy industry like Swedish Steel AB Tunnplåt and Stora Kvarnsveden. Small business is represented by the Enterprise Centre for small businesses and high technology by the Technology Valley where IT companies, researchers and students from Dalarna University College meet. Borlänge also houses the main offices of the government agencies the National Road Administration and the National Rail Administration. In recent years great efforts have been made to develop Borlänge as a postindustrial community with the Future Valley urban district as its spearhead and materials research and intelligent transport systems (ITS) as its specialities.

Environmental-mindedness runs through everything in the municipality from companies to child care. Borlänge won the King’s Environmental Award in 1992 and was designated the Environmental Municipality of the Year in both 1998 and 1999. All the hotels in the town have environmental certification and there is waste separation throughout the municipality. Borlänge is also a pioneer municipality in the implementation of the UN Convention on the Rights of the Child in all its activities. All decisions taken by the municipality are considered in a child perspective.

The Valley of the Future
Falun and Borlänge have prepared a joint comprehensive plan. Co-operation has since continued with the development of environmental indicators and the Future Valley Project. This project is about building a campus, an area where technology, people, research and ideas meet. The campus will house the university and government agencies along with student housing, pubs, shops and hotels. This integration will promote contacts between students and business.

New planning methods
The winning entry in an architectural competition presented ideas about transforming the old industry area structure with blocks and streets laid out according to the functionalist planning model into a gridiron town inspired by the Roman Empire. A central park space, the Campus Park, links several of the most important buildings. The park also imparts character to the area and makes it easier to walk between the different buildings. Some new types of building that make effective use of land, energy and materials are planned. They are also easy and quick to build.

Arken arkitekter AB won the architectural competition for the Valley of the Future. A work area with a traditional street system is transformed into a gridiron town with ponds and parks as features intended to give the area distinctive environments. When the area is fully developed up to 10 000 people will be able to work in the Valley of the Future.
Looking back from the year 2020

I am pleased to be invited, at the age of 71 to this conference in Avesta on this beautiful February day in 2020.

As part of my preparations for this talk I looked through some documents in the town hall archive in Borlänge. It's always useful to try to form a picture of the spirit of the times 20 years ago. What did people regard as important issues? What did they want to highlight? I found a programme folder from the National Board of Housing, Building and Planning with a black cover and silver text that actually had the same title as our theme today: "A town is more than its buildings . . . Let me quote the following: "We need planning if our cities, towns and communities are to develop in a sustainable way. Planning must be cross-sectoral and have a breadth that touches on all the areas of people's everyday lives."

Around the turn of the century Falun and Borlänge had been co-operating for a period of about ten years. A joint comprehensive plan was the first major joint project. Their co-operation then continued with the development of environmental indicators and several supplements to the comprehensive plan.

I was town architect in Borlänge for many years. One important project started in Borlänge just before the turn of the century was the “Valley of the Future”. This arose from the insight that the industrial epoch was in decline as an economic engine for society. Something new was needed. I don't think we really knew what. Lots of people thought it would have something to do with knowledge and advanced electronics. The proposal for the planning of the Valley of the Future involved converting an industrial area of blocks and streets laid out in the functionalist model into a gridiron based on a model from the Roman Empire.

Lots of people felt that it was strange that an urban district of the future could be given a structure that actually originated in the Greek city-states of the Fourth Century BC. But in principle this was the same structure as in the big communications network of the time, the Internet. You could always get where you were going. You didn’t get stuck in blind alleys.

They also had a logo for the “Valley of the Future” and campaigns for communication using that Internet system. Anyway the older people here were there at the time. Of course this was before BCP. That was when we got lots of new types of buildings. New and new . . . . Well, in geometric terms they were thousands of years old. Spherical buildings for families. Efficient in terms of surfaces, energy and materials; quick and easy to build. Perhaps they became so popular in Borlänge because of the Kupolen Exhibition Centre.

But what didn’t break though? What did the children see?

At the beginning of the 21st century lots of people suffered burnout. Looking back this is remarkable. In the 1950s medical science thought that people used about 50 per cent of their brain capacity. At the end of the century it was shown that people only used up to a few per cent of their brain capacity. You could see important people walking about with laptops that could have a hard disk with capacity of something like 10 GB. At the same time they had in their brain a computer with the equivalent of two thousand billion GB. People were under strain even though so many resources were available.

The popular workout gyms took on a new profile. Or completely different ones grew up, “brain workouts”. The first time I saw pictures of something like this in the papers was a report on brain training at a medical conference in 1999. Then things happened quickly. As a result one old Olympic event was removed from the Olympic Games. People though competing in “crashing your opponent's hard disk” didn’t fit in with the new age. In another change in 2007 the National Board of Housing, Building and Planning and the National Board of Health and Welfare were amalgamated to form the new ”National Life Agency”. This was a time of great innovation both in traditional technology and in foodstuffs and medicine.

At the same time the world was experiencing the consequences of the imbalance created by Man’s unwise use of nature. Storms, floods and new diseases.

Our age has become the Brain Age, as everyone who know its name is aware, and not the postindustrial age.

Borlänge 17 February 2020
Arne Ludvigsson
Former town architect

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Directions
The municipality’s Comprehensive Plan 1998 sets out the following goals:

- To develop Umeå in the direction of a good, gender-equal and sustainable living environment for human settlement and economic development,
- To strengthen Umeå as a centre of higher education, research, advanced care, culture and communications and as an agent for the renewal of the economic structure of Sweden and
- To increase the attractiveness of Umeå and further develop Umeå as one of the most dynamic municipalities in northern Europe.

Political vision
The municipality has formulated the following vision on the basis of these directions. Living in balance with nature is a pre-condition for the sustainable society. The Umeå of the future must therefore be planned in better harmony with the conditions set by nature than it is at present. Umeå’s previous comprehensive plan, adopted in 1990, was a plan that mainly dealt with land use. Now that the present second-generation comprehensive plan has been drafted, issues related to other values have also given space in the plan. These include values like taking account of how natural resources are being used for the future and creating conditions for good quality of life for ourselves and for future generations. Ultimately this means that the health and safety of Umeå residents are to come first in municipal planning.

Agenda 21
Agenda 21, with its long-term objectives for sustainable development, is an important starting point for planning the Umeå of the future. Social and economic aspects are also important.

Natural resources
Umeå has a rich supply of good groundwater that has to be protected for the future. Rock quarries will increasingly replace natural gravel. Almost all existing agricultural land will be reserved for the production of food and energy. The long-term capacity of forest land to produce raw wood material will be retained.

Settlements
Housing areas will be built resource-efficiently. Sound, natural building materials, that are easy to take down and re-use, will be used. Rehabilitation and additional development in the existing built environment will be subject to the same guidelines as new construction. Great emphasis will be placed on making housing areas pleasant and inviting. The exciting and beautiful
design of the built and the natural environment is important for people’s experiences and well-being. In urban districts housing development will be integrated with services, workplaces and closeness to recreation areas and experiences of nature. This reduces the need for transport, alleviating pressure on the environment. In rural areas new development will be adapted to the former character of the village.

**Technical solutions**

New technical solutions will be developed and applied when they are thought to be more sustainable and less vulnerable that present solutions. Energy use will be reduced and the most efficient possible systems will be used for the production of both heat and energy. Energy supply will be based on good district heating provision, mainly using bio-fuels. Other renewable energy sources, like wind, geothermal energy and solar energy, have an obvious role in a sustainable energy system. Investments will be made in pedestrian and cycle ways, separated from other traffic, in and between housing areas and to the town centre. Passenger and goods transport will be co-ordinated as far as possible to reduce emissions from traffic.

**Meeting places**

To ensure many vital local centres housing, workplaces and different commercial services must be mixed. Cafés, restaurants and premises for different kinds of cultural activities aimed at all age groups are important. In Umeå town centre more activities than at present will be brought together at the river, which is a fantastic artery.

**Democracy and Influence**

To ensure that Umeå continues to be seen as an attractive and future-oriented municipality opportunities for greater participation must be provided. This effort will be supported by a well thought-out strategy for potential meeting places and an extensive consultation procedure about everything to do with planning in the future.

The Dåva combined power and heating plant is one of the world's most energy efficient and environment-friendly plants fuelled by waste. Photo: Gunnar Sundgren.

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Sustainable development in Mark municipality is about looking after and managing our common environment so that the municipality can be handed over in good condition to future generations. Sustainable development in Mark municipality deals with three strategic issues:

- **Planning to support a good social environment**
  - People's lives should be characterized by security and harmony.
  - Different structures in society should complement - and not work against - one another.
  - The ideal society needs the whole range of environments from lively towns to a living countryside.
  - Small scale is important.
  - Natural meeting places are important.
  - People should have access to experiences.

- **Ecocycle adaptation**
  - Counteract the culture of buying, using and throwing away.
  - The work is to cover everything from handling waste in the kitchen to various kinds of emissions.
  - Counteract acidification by using alternatives to fossil fuels, better treatment and more efficient use.

- **Participation in local planning**
  - The sustainable community can only be built by people working together.
  - Much depends on the attitudes of individuals.
  - Our knowledge must increase. We must know about causes and effects.
  - Experts should point the way, not take the decisions.
  - Participation in planning is part of democracy.

The four cannonballs in Mark's coat of arms symbolise an historic past as a border town in the Sjühärad district. Mark actually means border zone in Old Swedish. The ear of wheat is a symbol for agriculture and the shuttle is a symbol for the textile industry. The textile industry has a long history in Mark municipality. Mark residents were already making their living by weaving in medieval times. Gradually the municipality, with its textile products, has become recognized as the centre of the "Kingdom of Cloth".

The textile industry gives the local economy its distinct profile. There is a great deal of textile know-how and of the infrastructure needed to be at the front edge of developments in the area. Among the major companies in the municipality are AB Ludvig Svensson, Marks Pelle Vävare AB, Almedahl – Kinna AB and Borås Wäveri Kungsfors AB.

In addition to its traditional entrepreneurial spirit in textiles, plenty of other industries are represented in Mark. There is an active small business community, but the local economy also has extensive international contacts and takes part in EU projects intended to increase the internationalisation of small and medium-sized businesses.

Mark municipality is in the south of Västergötland and has 33 400 inhabitants, some 7 000 of whom live in the central town, Kinna. In addition, there are several small and medium-sized communities.

One politician's voice
The surest way to build and develop a sustainable community is to do it with the consent and support of with the people who are going use it. This, in turn, means that people must understand the thinking behind different measures taken to build this community.

For me this is fundamental to a sustainable community built on a good dialogue with citizens. Even though this dialogue may sometimes come
In the future choices will be made at meeting places. Photo: Gert Olsson

into conflict with speed and efficiency, it must be allowed to take the time it needs.

People’s spontaneous reactions may change into a different reaction when they are given time for thought and reflection and are sometimes confronted with other ideas about the same specific issue.

We can only build a sustainable community with the consent and support of the people affected.
MJÖLBY MUNICIPALITY
Sustainable development in a political perspective

Originally Mjölby was a mill village which farmers visited from near and far to grind their grain at the rapids and falls of the Svartån River. The name Mjölby comes from the Old Swedish word Mölloby derived from the words mylna or mölna simply meaning ”mill”. Today Mjölby is a modern community with some 12 000 inhabitants in the municipality. The central town has a typical small-town character with the town centre near at hand, a great variety of shops and good parking. There isn’t a single parking meter to be found. The Svartån River, which passes through the town, contributes to Mjölby’s pleasant environment along with the extensive green spaces and the many flowerbeds.

The municipality has a dynamic economy and extensive public and commercial services. The goldsmith programme at the upper secondary school is one of the few of its kind in Sweden. The town also has a rich musical life. Skänninge Market is the oldest and largest town market in Sweden with a history stretching back over 1 000 years. A medieval market and medieval games are held in Mjölby every year.

A vital town
Mjölby is well equipped to develop in a sustainable way since the town is quite young and has a range of unexploited resources and possibilities. Development work in the municipality will be based on three strategic factors:

• Its location in relation to communications alongside the E4 European road and the main rail line.

• The small scale of the town making most things close at hand.

• Attractive areas of single-family homes.

Attractive location
Mjölby has an attractive location alongside major communication routes. This is why the municipality is investing in infrastructure to capitalize on the advantages its location offers. This means following up and developing the road network, facilitating commuting by public transport and providing a safe and effective network of cycle paths. One example is a travel centre to be built at the station.

Integration
Taken together communications, commerce, industry, services and housing are the lifeblood of the town. Out-of-town shopping centres are often a threat to town centres like Mjölby’s, but the main function of the shopping centre outside Mjölby has long been as a centre for regional commerce. Large external shopping centres that are easy to reach by car seem to work well and are not a threat to small local shops. On the other hand, it seems harder for medium-sized shops to stand up to the competition.

Attractive housing
To retain the attractiveness of the town the municipality is investing in the development of the town centre. At the same time it is providing housing in attractive locations close to water, nature and a travel centre. Providing good commuting opportunities is part of the municipality’s strategy for attracting people to come and live there. Another part of the strategy is to provide security and safety in both its housing areas and the town centre.
In Mjölby’s case action to strengthen the attractiveness of the town includes making use of the town’s good communications location and creating good commuting opportunities; providing housing close to water and green space; creating safe and secure environments; and developing the town centre. Photo: Carl Erik Bergold.

Co-operation between actors
When the crime rate in Mjölby was high for a period, a turn-around was quickly achieved through effective co-operation between property-owners, shopkeepers, voluntary organisations, the police and the municipality.

The influence of politics
It is possible to create competitive small towns through determination combined with well-judged strategies. Planning is an instrument to achieve this and also to avoid being controlled by commercial interests that deliver ultimatums and play off political parties against one another. The role of politics is not to control planning in detail but to provide a good setting for political agreement on objectives and strategies in planning.
PROGRESS OF SWEDEN’S NATIONAL BEST PRACTICES FROM 1996

The Swedish national report for Habitat II in 1996 presented ten national best practices in an appendix. They covered a wide range of measures and initiatives in various policy areas at different administrative levels:

- Introduction in Swedish municipalities of local Agenda 21
- Swedish youth
- “All of Sweden shall live” - sustainable rural development
- Ecological living areas
- Participatory planning processes
- Protecting water resources
- Rehabilitation of housing areas
- Participation by women in the building of society
- Regional co-operation
- Development co-operation

The authority or organisation with the main responsibility for each of these best practices has been given the opportunity to present progress since 1996. The following section presents results based on contributions from five of them.
1. All of Sweden shall live – sustainable rural development

Background – the situation in 1996

The population in rural areas in Sweden had been decreasing for many years and by the late 1980s the situation had become very critical for large parts of the Swedish countryside, especially the small villages in the sparsely populated areas in the north of the country. This was the starting point for a national effort for the countryside, the campaign All of Sweden shall live, linked to the campaign Rural Europe. The main objectives of the campaign were to stimulate and support local development, to change opinion among decision-makers and the public and to start up pilot projects.

In 1989 the Swedish Popular Movements Council was established, with the aim of stimulating and supporting local development, enhancing co-operation between local action groups, co-ordinating the efforts of NGOs, acting as a spokesman for the village groups and influencing public opinion and decision-makers.

Progress since 1996

Vitalisation of democracy. The most important result of the campaign is local mobilization. Today there are almost 4,000 village action groups all over the country, co-operating within a network called the Village Action Movement. An estimated 100,000 people are directly engaged in these village groups, which also indirectly involve one third of the Swedish population.

Some new characteristics. The village action groups deal with all sorts of matters, such as cultural activities, developing tourism, improving roads, building factory premises, etc. In some cases they run shops, organize child care and care of old people. Often the activities are initiated by a local crisis, where the local people recognize the need for common action. Usually a few dedicated individuals take the lead and others follow. Often women and newcomers are at the forefront of the process. Voluntary non-paid work and co-operation over traditional boundaries in the villages are other important characteristics. However, the Swedish Village Action Movement has evolved, both in terms of organisation and areas of activities, from rather simple tasks to advanced ones, from leisure to paid work, from individual actions to a holistic view of local development and from “want-lists” to well-developed local actions plans. This process has moved from mobilization to organisation and then further on to integration. The integration aspect has been promoted strongly during the 1990s. The aim has been to improve the interplay between villagers and local authorities.

Establishing local partnerships. In many actions new relations between the voluntary forces and the local business community have emerged, aiming at establishing a three-way partnership between active citizens, regional and local authorities and the local business community.

Focus on sustainable development. Rural areas have their obvious role in promoting an ecologically sustainable society. In general there has been too little integration between Agenda 21 and village actions. However, many villages have built their action plans around the concept of ecological sustainability, linking their work to local Agenda 21s. At best, these local plans are combined into a holistic and integrated plan for sustainable development in the entire municipality.

Increased international cooperation. The Swedish and Finnish Village Action Movements have inspired other countries, especially in East and Central Europe, which make use of experience from the Swedish Village Movement in projects for sustainable rural development. A network, called PREPARE (Pre-Accession Partnerships for Rural Europe), has been established to support the process in the applicant countries to the EU.

Lessons learned

The Village Action Movement has become a strong popular movement. After having been a rather neglected phenomenon it has gained respect from many quarters. Many problems are, however, still unsolved. The peripheral rural areas are still “backwaters”. Specific rural policies are not strong and effective enough to change the situation. There is lack of a simple basic financial support structure for village action groups. The responsible authorities have not fully recognized the potential of the Village Action Movement as a base for sustainable development.

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2. Participatory planning processes – the National City Park

Background – the situation in 1996
Sweden's first and only National City Park is situated in the centre of the Stockholm metropolitan area. It is also called the Ecopark and covers 27 km², including 8 km² of water. Major parts of the area were established as a royal hunting park at the end of the 16th century and then extended and improved during the 17th and 18th centuries. The park includes three palaces and many of Sweden's most important monuments and museums. It is also of great importance for ecological diversity with an unexpected variety of plants and animals, some of them only found in this area within Sweden. The area is of great importance as a recreation area for people living in the region. The cultural attractions along with the beautiful park landscape and the natural environments as well as the location at the water's edge make the area attractive both in summer and in winter. The extensive park area also contains housing, institutions, Stockholm University, major traffic arteries, etc.

Over time, the area has been exposed to urban development. In the early 1990s a broadly based popular movement opposed further exploitation of the area and in 1992 an Ecopark Association was established. Since then it has fought actively against any potential development of the area. Years of debate about the protection of the area, including unique dialogues between NGOs, municipalities and regional and national governments, finally resulted in legal protection of this vast area with its outstanding natural, cultural and historical values. Since 1995 a huge area is legally protected as a National City Park – probably the first city park in the world that benefits from such strong national protection. The legislation stipulates that new built-up areas, new installations or other measures may be created only if this can take place without encroaching on the park landscape or natural environment and without the natural and cultural values of the historical landscape being otherwise damaged.

Progress since 1996
Tourist attraction: Even before being protected as a National City Park the area was one of the most important recreation and outdoor areas for people living in the Stockholm region on account of its wide range of activities, including picnic sites, jogging and ski tracks, cultural events and an educational area for schools. Its designation as the country's first National City Park has greatly increased the attractiveness of the area and the Ecopark is now a uniquely popular tourist destination. Guided tours by boat, by bus on or foot are available throughout the year, partly in unique co-operation between tourist firms and interest organisations. Today the Park is one of the most visited cultural and natural areas in Sweden with an estimated 15 million visitors per year.

Ecological perspective in management and development: The Park's diversity of plants and animals is unique and includes many rare species. Its distinctive mix of natural, cultural and recreation values has been used to develop new forms for management and maintenance, partly based on inventories of these values. In a special project the Stockholm City Planning Department has prepared documentation on the ecological infrastructure of the Park as a basis for decisions on planning and development. In terms of methods, this has also been something of a pioneer effort for the planning of biodiversity in urban environments.

Development and co-operation: One result of the establishment of the National City Park is that the government bodies and interest organisations affected have developed new forms of co-operation in their work. The two municipalities affected (Stockholm and Solna) started planning work to agree on common principles for the protection of the values in the area. The county administrative board's co-operation group for the National City Park co-ordinates the various measures taken by government bodies, land managers and non-profit interests on the basis of a special government assignment to the board. The Ecopark Association brings together some 45 non-profit organisations to "safeguard-look after-show" the Ecopark. The Ecopark Fund WWF collects and distributes funds to activities in the park and is intended to be a catalyst for work on the Ekoparken National City Park by government agencies, companies and individuals.

Lessons learned
The regulations on the National City Park do not provide the same unconditional protection against development as regulations on the protection of nature reserves and national parks. Encroachment on or damage to the values in the area is tested against the regulations when specific measures are being considered. Experience of
the consideration of some cases points to difficulties in interpreting the protection regulations in the already built-up areas of the park, while the legislation does provide clearer protection in the open park landscape. Interest organisations therefore feel there is a risk that future development will gradually reduce the size of the area and threaten natural and cultural values. On the other hand, it can be claimed that the very fact that the area has been identified in special legislation has increased awareness among politicians, the general public and developers, etc of the values in the area. For example, one result of the area’s protection as a National City Park has been that traffic projects have been modified and adapted to the values in the Park.

The formation of the National City Park has also aroused interest in other parts of the country, where a desire has been expressed for similar protection for particular areas. The need for additional National City Parks in Sweden has been studied and two other areas have been proposed. In Finland a National City Park has been established in Tavastehus north of Helsinki.

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3. Rehabilitation of housing areas – the example of Kronogården

Background – the situation in 1996
Kronogården is a residential area of about 4 500 inhabitants in Trollhättan, a medium-sized town near the metropolitan area of Göteborg. The area mostly consists of apartment blocks, mainly built in the early 1970s. In the mid 1990s almost 10 percent of the apartments were vacant.

Kronogården had, and still has, a higher percentage of immigrants than any other housing area in Trollhättan, and is commonly referred to as a distressed urban area. Initially, in the early 1990s, the renewal process focussed on renovating the multi-storey buildings. By that time, however, several incidents linked to racism had led to a strong reaction from local people. This was the starting point for the “Kronogården process”, managed by the municipality with the active involvement of the municipal housing company, Eidar. The first step in the process was to involve tenants in defining what kind of changes had to be made. After a few years, in 1996, several activities had started up in Kronogården and two people were permanently employed in the project. About 30 local organisations, including 15 immigrant organisations, were actively involved in the process.

Progress since 1996
Work now follows an action plan adopted by a municipal committee in 1997. On the basis of views from staff and residents, the plan gives priority to the following seven themes:

- Targeted action for young people. Social workers and youth leaders work with various target groups of young people.
- Participation and influence for residents. The New Kronogården 2006 district association is running study circles, organising conferences, providing help with homework and legal counselling, etc.
- The Meeting Point Project, which was started in 1998 to help groups of residents form clubs based on shared interests.
- A family centre for parents who are given support in the parental role either individually or through group activities.
- A language policy programme including development of mother tongue teaching, teaching Swedish in preschools, long-term employment of people who have difficulties finding ordinary jobs on account of language problems, etc.
- A municipal area office, whose services include language services for individuals, information on which government agency, etc to contact and advice from specialists.
- Klockareparken is to be a park for meeting people and for play and sports. Parts of this proposal will be carried out.

In addition to these activities a number of other activities and events have been implemented including training in attitudes and values for school pupils, a theatre project and summer jobs for school pupils.
Lessons learned

The various parts of the process will be evaluated in connection with decisions on their future. Some concrete results that have been observed are:

Increased participation by residents.
The Nya Kronogården 2006 district association represents a large proportion of residents through its member associations. The association is involved in management of the district and has been given the opportunity of submitting views and taking part in decisions. The association also invites staff, politicians and other people to discussions of various issues and carries out its own ideas. A large proportion of the 4,500 residents take part in one or more of the activities in the process. A large number of study circles have been organised (and lots of people have taken part in various activities). Some of the people who have been active in the process have joined political parties and now have political appointments in the municipality. A district-wide Integration Forum against racism has been set up on the initiative of some of the people who are active in Nya Kronogården 2006 district association. Many associations, including unions, are also taking part.

Better housing environment.
There are now more playgrounds and sports grounds and the area has also been given allotments and a park for meeting people and for play and sports. As a result of all the activities over time, more people have now had the opportunity to get to know one another better. This has led to greater trust between neighbours and further improvement in the housing environment.

Better co-operation.
A new and more effective contact organisation has been set up. A local committee has been formed with responsibility for personal social services, child care, schools and recreation. More people now know one another and one another’s activities.

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4 Protecting water resources – Stockholm Water

Background – the situation in 1996

Good water management is essential for the sustainable development of society. Stockholm Vatten (the Stockholm Water Company) is a municipally owned company responsible for producing and distributing drinking water to 1 million people in the Greater Stockholm Area. The company is also responsible for handling and treating wastewater from households as well as industries, etc. Water conservation and lake restoration are other important tasks. The company applies a holistic perspective and ecocycle concepts in its activities.

In the 1920s the fresh water Lake Mälaren in central Stockholm was so polluted by wastewater from the growing city that swimming and fishing in the lake were no longer possible. As a result of improved technology, for mechanical as well as biological and chemical treatment the situation has gradually changed, making it possible to swim and to catch salmon even in the centre of Stockholm.

Progress since 1996

Water quality in Lake Mälaren and the archipelago in the Baltic Sea is improving steadily. By the time of the Istanbul Conference Stockholm Vatten had been applying Agenda 21 principles for many years with the ambition of continuously developing the scope of activities involving industry as well as the general public. There was, and still is, a particularly strong emphasis on increasing public awareness of the need for a change in behaviour in order to improve the water environment. This is done through public campaigns as well as personal contacts with special target groups. School information officers inform thousands of children and their teachers about water and the environment and more than 5,000 people visit the company’s treatment plants every year.

Research and development are continuing on a number of issues: the handling of stormwater, wastewater treatment, finding new ways of using sludge, biogas and other products from wastewater treatment, developing studies of the water situation in the archipelago, lake restoration programmes, etc.
Lessons learned

Decreasing discharges of phosphorus and nitrogen

The situation in Lake Mälaren and the archipelago is systematically monitored according to carefully defined control programmes. The situation has improved. The government requirements of at least a 50 per cent reduction of nitrogen were met in 1997 when the three wastewater treatment plants in Stockholm had been upgraded in order to comply with the requirements on reduced discharges of phosphorus, nitrogen and organic material.

Stop the discharges at the source

The aim of Stockholm Vatten is to “stop discharges at the source”. The sludge should be of such high quality that it can be reused on arable land as a fertiliser. Unfortunately there is only limited use in agriculture, even of sludge that achieves or exceeds agreed requirements set in 1995. Monitoring industry wastewater continues in close co-operation with the industries concerned. Firms are increasingly installing in-house treatment of their wastewater and re-circulating metals, solvents etc. Petrol stations must have oil separation and restaurants, food processing industries, etc must have grease separation. Heavy metals have high priority, mercury and cadmium in particular.

Research and development on urine separation

The conclusion of a five-year research project, involving researchers from various scientific institutions, was that urine separation is an interesting technology, but that it is important to build, and to further evaluate, these systems in new residential areas.

Development of small sewage systems

Eight different types of small sewage treatment systems designed for individual private houses will be tested and evaluated during a three-year period ending in December 2002. The purpose is to reduce discharges of nutrients like phosphorus and nitrogen and to create opportunities to handle and re-use them in agriculture.

Treatment of stormwater

Stormwater is an increasing problem in cities as it is often polluted from traffic and other sources. A stormwater strategy has been prepared by the City of Stockholm. The aim is to treat and infiltrate as much of the water locally as possible.

Making use of “hidden resources”

Treated wastewater, sludge and biogas are considered useful environmental resources. Treated wastewater passes heat pumps where the energy content is extracted, upgraded and used for district heating. Sludge is digested and the resulting biogas is used for heating treatment plants, for producing electricity to cover an important part of in-house needs and for producing environmentally friendly fuel for vehicles. Production of biogas will be increased significantly during 2001.

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5. Development co-operation

Computerisation of the Department of Survey and Land Records in Bhutan

Background – the situation in 1996

A number of projects, supported by Sida and implemented by Swedesurvey, on computerisation of land records and digitalisation of maps have been carried out at the Department of Survey and Land Records, DSLR, of Bhutan since 1991. During 1992-93 a system was set in production and a network was installed. The system was working smoothly, but as it was developed before the Windows oriented software was available that is now commonly used all over the world, it was decided to redesign the system to run using the Windows platform.

Progress

The redesign project started 1996 and was successfully accomplished in 1998. The computerised systems that were planned are now fully developed. From 1996 to 1998 one of the Swedish consultants worked in Bhutan six months a year. His main objective was to teach and train the Bhutanese staff. The result of this project is that the Bhutanese staff are now fully capable not only to run the system but also to maintain and further develop it. As a matter of fact, two systems have been developed: the central system to be run at the head office and another one installed at the district offices.
Lessons learned

Procedures in the districts, where the computerised system has been introduced, have now changed dramatically. Previously all changes regarding land had to be carried out by a surveyor team sent from the head office in Thimphu. Now however, a surveyor is placed in the district and all land matters are handled locally. These land matters still have to be approved and entered into the system centrally, but all preparations can now be carried out locally. The district surveyor prepares a report and when the head of the district has approved the report, it will be sent to head office showing all the changes that have to be carried out. When the local court and the Ministry of Home Affairs have approved the report, the changes will be carried out in the central system - both on the maps and in the textual register. The textual database is directly connected to the map database making it possible to click on a certain plot and then get all the data stored for that plot, such as owner, type of land etc. The system is optional bilingual - in English and in Dzongkha, the local language in Bhutan.

Since 1999 Swedesurvey is implementing a new project running for three years. There are two main objectives of this project:

Further development of the system used at the district level. For instance, some sort of simple mapping system will be tested and implemented in the districts, making it possible to locate properties by entering the name of the owner. It is also planned to store information locally in the system, including detailed specifications regarding mortgages. This will prevent landowners from trying to sell land they have mortgaged.

Digital archiving of old documents now stored at the Land Record office. These old documents still have to be investigated when information must be found, for instance in the event of land disputes. This information is also of great historical value and must be preserved. One possible solution is to scan all the documents and store them on a hard disk connected to a computer. Then the information can be searched and displayed on a computer screen and even printed, if desired.

The government has advocated a decentralisation process within Bhutan, not confined to land matters. As a major part of the new project will deal with strengthening the districts, it will be in line with the goals set up by the Bhutanese government.

A technical and administrative handbook for procedures to be handled at the district level has already been produced at the DSLR of Bhutan. The handbook describes how the decentralised system will interact with the central system at the head office.

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Government Publications


Publications from The National Board of Housing, Building and Planning


Theme Environmental Objectives: Planning for Sustainable Development. The National Board of Housing, Building and Planning and The Swedish Environmental Protection Agency, 2000. (Short version.)

Planning with Environmental Objectives! In brief. The National Board of Housing, Building and Planning and The Swedish Environmental Protection Agency, 2000. (Short version.)


Publications from The Swedish Urban Environment Council


Other Publications in English

Implementing Sustainable Futures in Sweden, C. Fudge and J. Rowe, The Swedish Council for Building Research, 2000


Some useful websites

- General information about Sweden
  www.virtualsweden.net
  www.cityguide.se
  www.sverigedirekt.riksdagen.se
- The Swedish Government
  www.regeringen.se
- The Swedish Parliament
  www.riksdagen.se
- The Swedish National Board on Housing, Building and Planning
  www.boverket.se
- Swedish National Heritage Board
  www.raa.se
- The Swedish National Committee on Agenda 21 and Habitat
  www.agenda21forum.org
- Swedish Research Council for Environment, Agricultural Sciences and Spatial Planning
  www.formas.se
- Swedish Environment Protection Agency
  www.environ.se
- The Swedish Urban Environment Council
  www.stadsmiljoradet.boverket.se
- Swedish Association of Local Authorities
  www.svekom.se