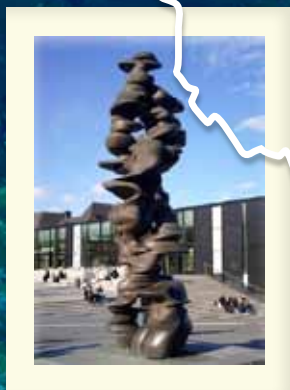
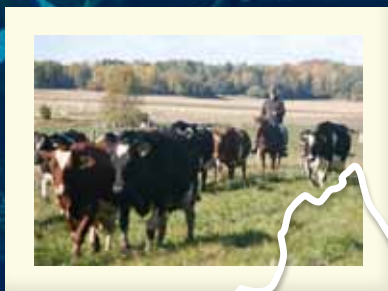


UPPSALA IN TWENTY YEARS

a summary of the 2010 comprehensive plan



Uppsala with its population of 200,000 is Sweden's fourth largest city. Despite being close to the heart of Sweden, 40 minutes from Stockholm and 17 from Arlanda International Airport, Uppsala has kept its small town character while boasting a big city offering of city life, including a lively cultural scene and a large number of events. Uppsala is a multicultural, fast-growing city bristling with creative energy in an environment steeped in tradition and cutting edge research.



Historically, Uppsala is one of the most important places in Sweden and has been a religious, political, and later also academic, centre since the 5th century. After Christianisation, Uppsala soon became the seat of the Archbishop of Sweden. Uppsala University is the oldest in northern Europe and dominates the skyline together with the castle and northern Europe's largest cathedral.

Uppsala is one of the fastest growing cities in Sweden with respect to population, industrial activity and economic growth. Uppsala has the best educated population in the country; largely due to Uppsala University and the Swedish University of Agricultural Sciences (SLU). Research and private sector collaboration has nurtured cutting edge competences and attracted business clusters in the fields of life sciences, energy research, materials technology and IT.

The comprehensive plan is one of the municipality's most important planning tools. The 2010 comprehensive plan lays down the direction in which the city and the surrounding rural areas will develop over the long term during the period up to 2030. It explains how the municipality intends built-up areas, transport systems, green spaces and other features to develop in the future, both in the city and in the countryside. The comprehensive plan provides guidelines for new detailed development plans and building permits, for example. The plan also describes the measures which the municipality intends to take itself to push ahead with development.

THE COMPREHENSIVE PLAN ON THE WEB

The complete plan can be found at www.uppsala.se, together with a number of supporting reports (in Swedish).

QUESTIONS ON THE COMPREHENSIVE PLAN

Göran Carlén, project leader, Executive Office.

Telephone +46 (0)18 727 13 10, E-mail: goran.carlen@upsala.se

VISION

Uppsala 2030...



...IS AN ATTRACTIVE PLACE TO LIVE AND WORK – Uppsala is an exciting city with an influential scientific, cultural and business life. The city's working and living environments have so much to offer that Uppsala, together with Stockholm, has become the engine for growth in the Mälaren valley and a national resource for the development of Sweden as a whole.



...IS A COHESIVE CITY – Uppsala has a diverse and dynamic culture. Its residents are increasingly becoming involved in and taking responsibility for social development and the local environment. Everyday life is straightforward and safety and accessibility have increased. Uppsala offers public spaces where residents can take part in sport and social activities. The city safeguards its cultural and natural assets, which help to contribute to its sense of identity.



...IS BECOMING A CLIMATE-NEUTRAL CITY – The structure of the city and of the small towns and villages in the area encourage energy saving and climate-friendly energy use. The green spaces in the city and the surrounding countryside support biodiversity and provide clean water, a good micro-climate and the right conditions for agri-culture.

The focus of the plan

THE DEVELOPMENT OF THE CITY

Uppsala is under strong pressure to grow and develop. The comprehensive plan lays the foundations for the city to grow from its current population of around 150,000 to between 180,000 and 190,000 in 2030. In order for the city to achieve this, space is needed for approximately 25,000 new homes and for business premises of different types covering more than a million square metres. The fabric of the city, which consists of buildings, green spaces, transport systems and utility systems, must become more dense in order to meet climate and environmental requirements and demands for a high quality of life within the city. The city is primarily growing inwards and the focus is on diversity, high-quality design and interaction between different systems, as well as on linking together the different areas of the city and ensuring that they are easily accessible. Uppsala must develop a stronger inner city character and provide high-quality parks and green spaces within easy reach. To achieve this, green corridors and green wedges will be created within the city.

The differing environments within the city must be linked together and must offer clearly defined spaces where people can spend time, take part in activities and meet friends, to enable people to make contact with one another. Uppsala must become more attractive by providing a safe environment for its residents and creating a welcoming atmosphere, together with a more vibrant city life. The feeling of city life, in the sense of the heartbeat of the city, the stimuli and activities it offers and its street life, is strongest in the city centre, but it must be given a greater impetus in other districts by the creation of urban corridors. In these corridors, priority will be given to retail outlets, service companies and other businesses and, in addition, squares or parks designed for intensive use will be established. This will encourage the development of the local social



Photo: Ana Veva Burin Batarra

life, increase safety for residents and create new environments where businesses can start up.

The junctions between corridors of different kinds must be designed with great care. For example, where an urban corridor meets a green corridor, it is important that both corridors are seen to continue after the junction, despite the fact that their character will change as a result of the meeting point. Junctions of this kind must have a function and a design which create a specific experience.



Photo: Dan Petterson

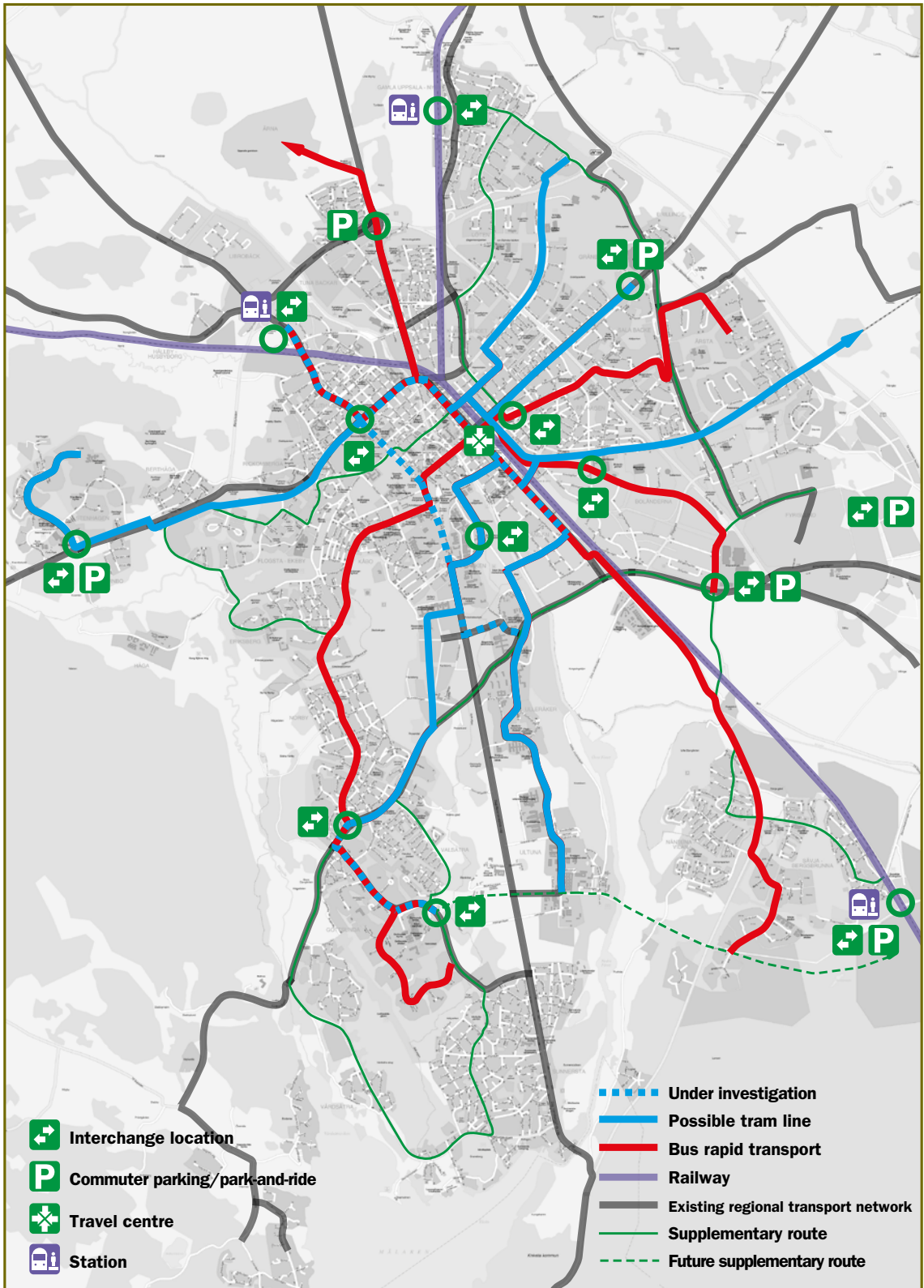
Transport

The city's traffic and transport systems must be developed to ensure that the proportion of journeys made on public transport more than doubles from its current level of thirteen percent by 2030 and the proportion of car traffic is reduced. This will also bring about a reduction in climate emissions from transport and allow the city to grow without congestion increasing. A well-developed public transport system will also promote equality, by allowing those residents who do not have a car to travel in comfort and safety.

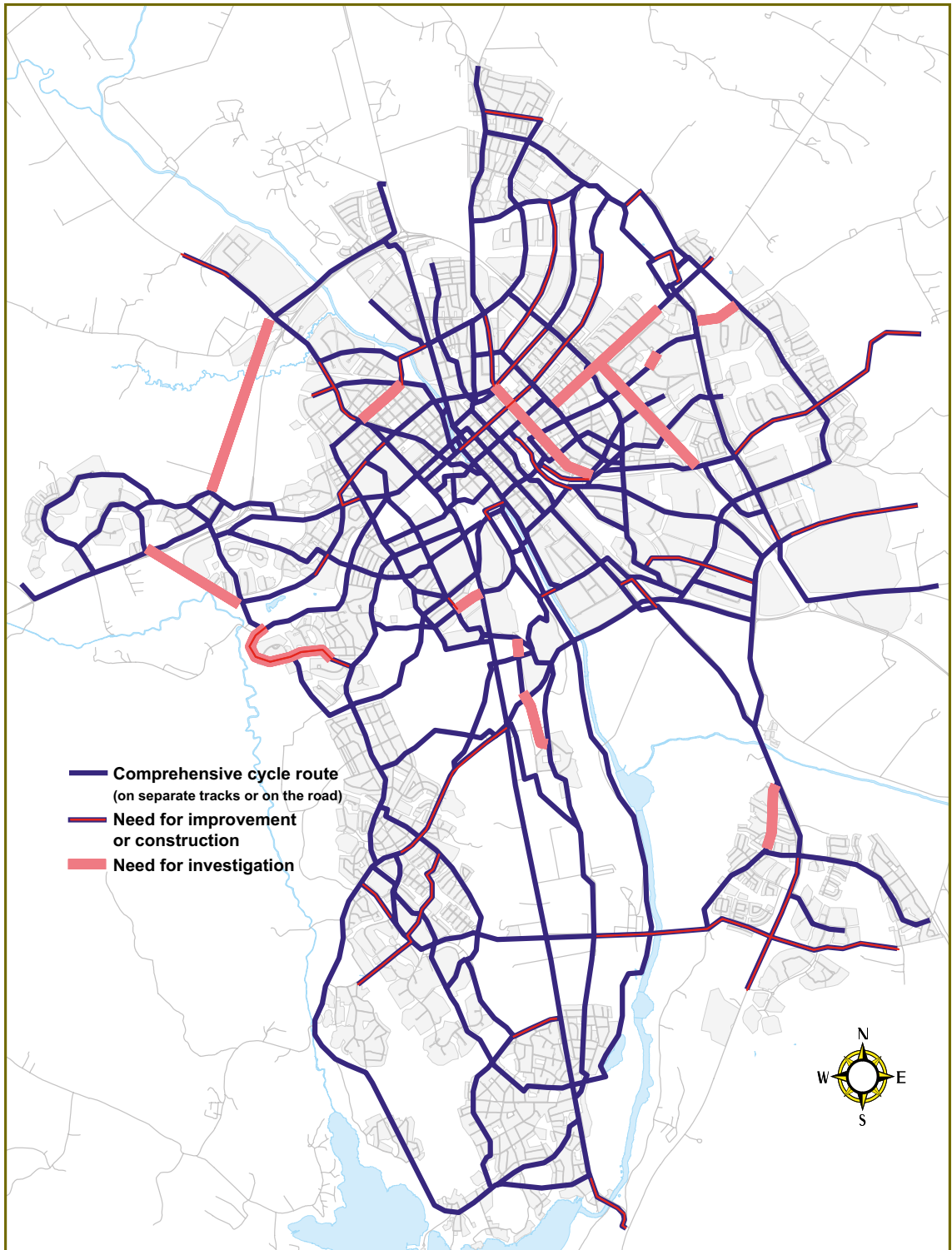
A public transport system with an extensive capacity and fast and frequent services must be introduced gradually. The future network, which includes bus rapid transport (BRT) routes and supplementary routes, is shown in the figure on page 6. The extent of the BRT routes will become established over time. The routes will initially be serviced by buses, but in future they may be developed to include tram lines

or personal rapid transport systems. Specific nodes and interchange locations must be created. Retail centres, such as Boländerna/Stormhatten, Gränby and Stenhagen, will function as interchange locations in the public transport system. New park-and-ride areas must be set up to reduce vehicle traffic in the inner city. Public transport must be given better access than cars to the most popular destinations, for example, the city centre, the university, the hospital area and the arenas. The rail system must be developed in the long term to allow commuter trains to be used for city travel, with new stations in Bergsbrunna, Gamla Uppsala and Librobäck.

The inner city areas must be designed for ease of use by pedestrians and cyclists. The network of cycle routes in the city must be better connected and must also be linked to cycle routes leading out into the countryside and the villages. Parking areas for visitors must be given priority in multi-storey car parks.



The city's public transport system of the future.



Existing and planned cycle routes in the city.

Plans are being made for new strategic links for road and public transport within the city. The main aim of these links is to create better connections between the different areas of the city. A road (1) linking Dag Hammarskjölds väg at Ultuna with the Gottsunda retail centre will be built in the next few years. This will enable Gottsunda to function as a district retail centre for the extended Ultuna/Ulleråker area.

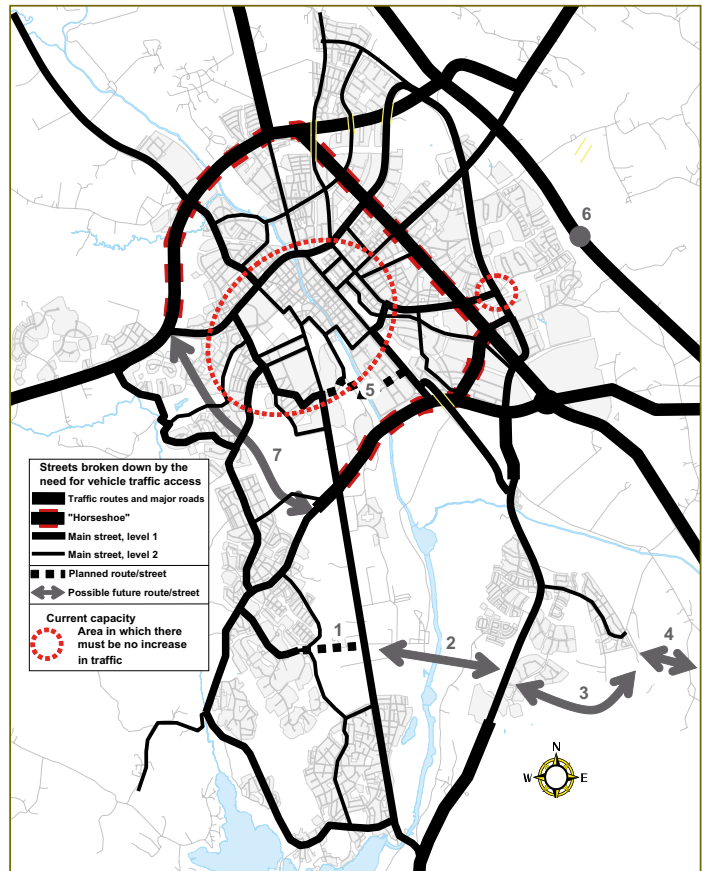
The comprehensive plan also reserves space for a future route (2) over the Fyris River which will link Ultuna/Sunnersta and route 255 at Nántuna. This will connect the south-western and south-eastern areas of the city. If it is continued further (3) through Lunsen to the main rail line south of Bergsbrunna, it will link Nántuna and Sävja with Bergsbrunna at a location where a rail station could be built in future and will give it a regional function. A connection (4) to the E4 will make Bergsbrunna into a transport node for a large surrounding region and will reduce the pressure both on the Kungsängsleden and on route 255 to Knivsta.

A new connection between Kungsängesplanaden and Sjukhusvägen (5) will result in less traffic in Östra Ågatan-Islandsbron-Munkgatan. Congestion will be reduced, air quality improved and the area will be made more accessible to public transport. A new link will also improve the access between the southern part of Kungsängen and the institutional corridor in the west.

In the very long term, a new junction (6) may be needed giving access to and from the E4 at Fålhagsleden, as well as a new link in a tunnel (7) in the south-west to create a complete outer ring road.

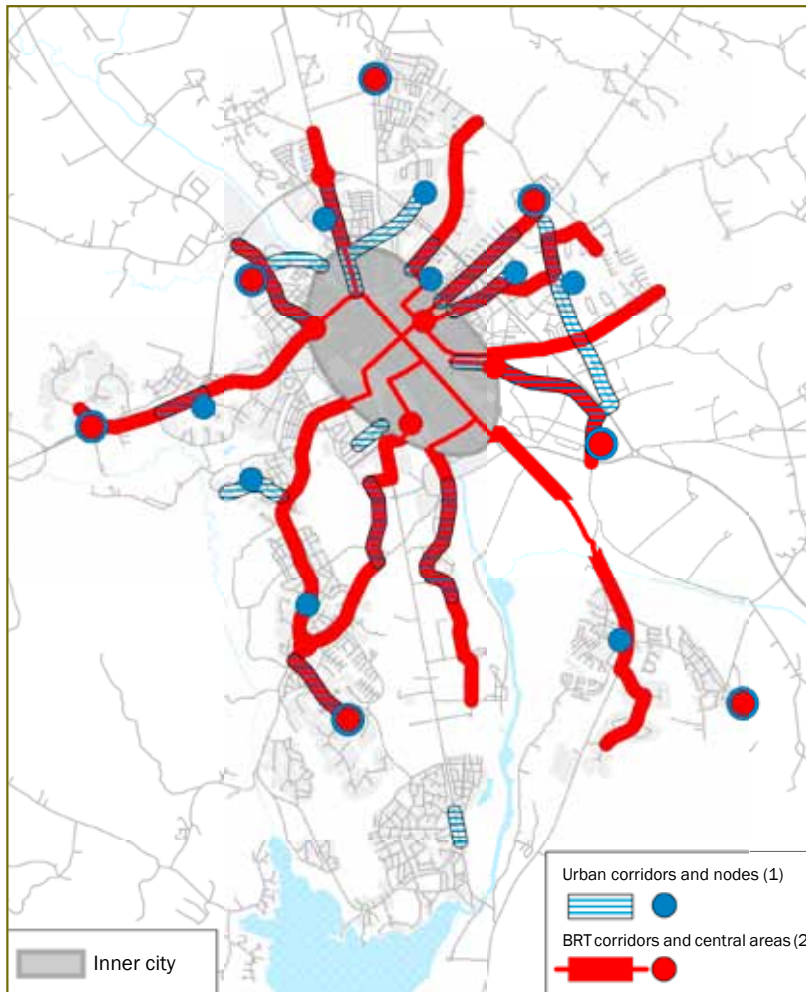
Built-up areas

New buildings and squares or parks designed for intensive use must be created close to the BRT routes and urban corridors.



The main road network in Uppsala, with road categories and capacity assessments.

Construction will also take place also in other parts of the current city area (city fabric). Traditional cities with districts and streets are structured in a way that enables them to grow and develop. Individual districts may undergo major changes over time without losing their original character. Interior courtyards give added light, cut out noise and allow social networks to develop. The movement of people through the streets generates trade and service functions and encourages chance meetings and social integration. New construction projects and extensions to existing projects within and across different districts must add value to their surroundings. They must link different areas of the city together and create new public spaces or improve existing spaces. High-rise residential buildings and business premises are not a generally acceptable solution to the problem of space within the city. However, high-rise buildings with character

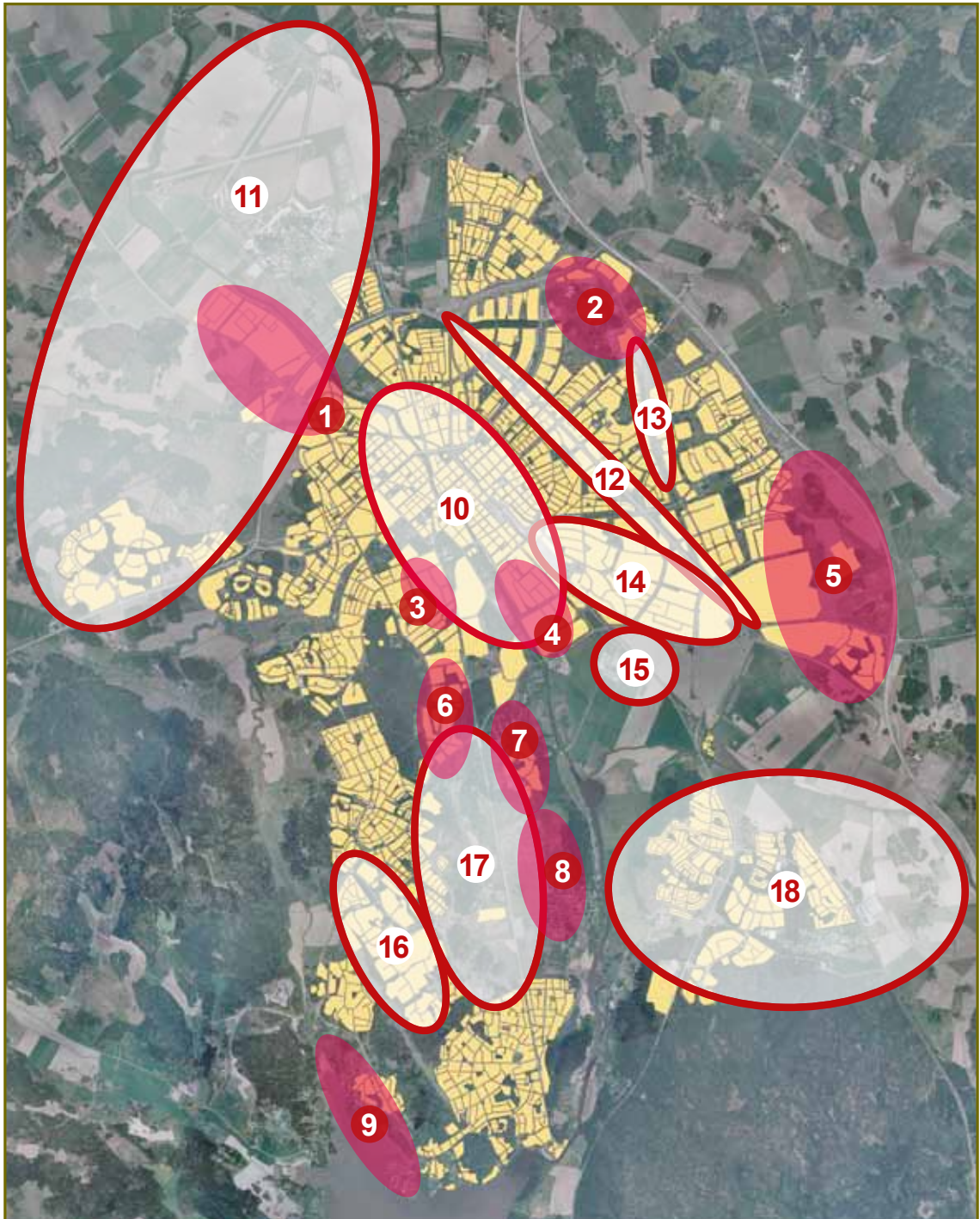


BRT corridors and interchange locations, plus urban corridors and local centres. Here sites will be made available for new buildings and squares designed for intensive use.

can be constructed in locations outside the historic city centre, where this is appropriate given the surroundings, and providing that they help to strengthen public transport or the centre of a local district or encourage city life to develop in a desirable way.

A number of large areas for development are highlighted in the plan. The majority of these were made public some time ago. However, one new area is a broad strip along Dag Hammarskjölds väg from Ulleråker to Sunnersta (17) where various measures should be taken to link the districts together. Another is Kungängens gård (15) to the south of Boländerna which has been proposed as an area reserved for large companies moving into the region, among other things.

Industrial businesses will still be encouraged to move out of central and semi-central locations to the outskirts of the city and to highly accessible areas close to the city. New companies have a range of different environments to choose from. In the north-west of the city and to the south of Boländerna, land will be set aside for very large organisations to establish new facilities. In the inner city and the city centre more space will be made available for businesses of different types with high customer contact. The inner city and the city centre will expand both inwards and outwards. The urban corridors must be developed to offer an alternative to business start-ups in the inner city.

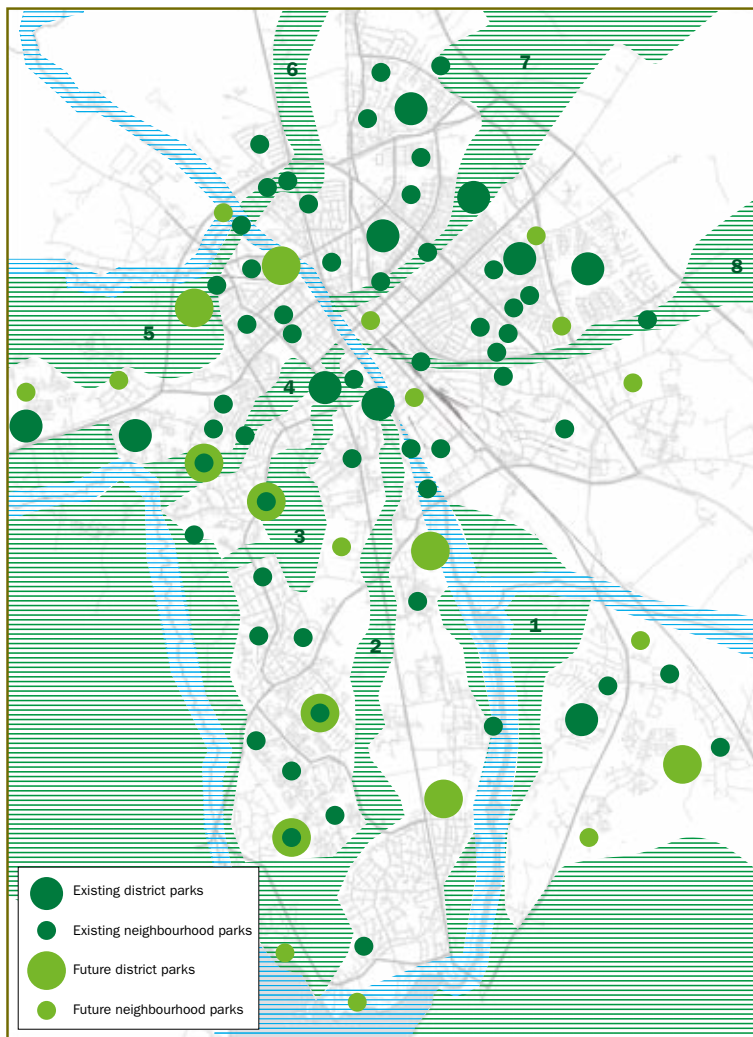


Larger development areas within the city. This includes areas where programmes/detailed plans for development already exist (1-9) and areas where strategies for development have yet to be produced or are included in the comprehensive plan (10-18). 1 Librobäck, 2 Gränbyparken, 3 Blåsenhus, 4 Kungsängen, 5 Östra Fyrislund, 6 Rosendal, 7 Ulleråker, 8 Ultuna, 9 Vårdsättra-Skarholmen, 10 The city centre and inner city, 11 North-western areas of the city, 12 Tycho Hedéns väg, 13 The power line corridor, 14 Boländerna, 15 Kungsängens gård, 16 Gottsunda-Valsätra, 17 Dag Hammarskjöld corridor, 18 South-eastern areas of the city.

Green spaces

Green areas are important for the city's sustainability from a social, biological and environmental perspective. The main focus will be on the social importance of the green areas in the city. Each individual area must increasingly be able to offer all the different functions of green spaces. The city's parks and public spaces must be improved and managed more intensively to ensure that they are of higher quality and that residents have a better experience when using them. Carefully planned green areas must also be created in market squares and streets. New buildings must be designed in such a way as to improve the quality of green areas. New parks must

be established in parts of the city where there are currently no large, high-quality facilities available. The city's green wedges and blue corridors, which link together the city's green spaces and the surrounding natural environment and recreation areas, must be protected to ensure that these links are maintained and developed. Larger green spaces (such as parts of the Vedyxa forest and Örlösan) to the east of the city must be preserved as recreation areas and access to these spaces must be improved. The creation of the Årike Fyris national park must be completed and Åstråket-Mälärstranden must be developed to become one of Uppsala's main leisure corridors.



Blue corridors, green wedges and large parks 1. Årike; 2. Gula stigen; 3. Hågadal; 4. Håga; 5. Stabby; 6. Gamla Uppsala; 7. Vaksalan; 8. Vedyxa.

THE COUNTRYSIDE AND SMALL TOWNS AND VILLAGES

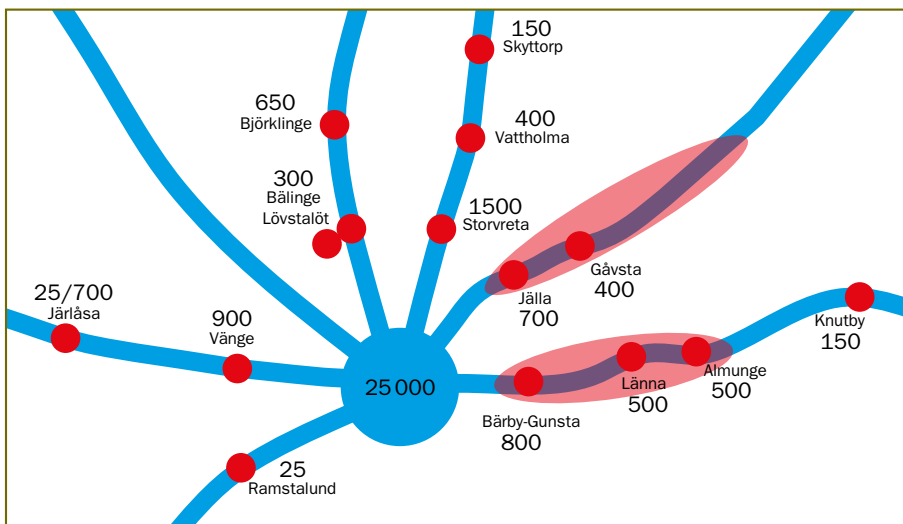
In addition to the city of Uppsala, the municipality includes seventeen small towns and villages with around 22,000 residents, which is equivalent to 11.5 percent of the population. Around 24,000 people live in rural areas outside towns and villages and this amounts to 12.5 percent of the population. The next largest town in the municipality is Storvreta which has 6000 residents and is followed by Björklinge with around 3000 residents. The population of the rural areas and the small towns and villages may increase by 10,000 to 15,000 people by 2030. As a result, sites will be needed for at least 4000 new homes. Growth outside the city will primarily be in the towns and villages.

Towns and villages

The towns and villages highlighted in the figure must have good basic services and must be able to offer

residents a safe environment in proximity to nature. At the same time, there must be good facilities for commuting to Uppsala and other places where jobs are available. The majority of people in rural areas will continue to live in small houses, but future development will move towards increasing the mix of different types of housing.

The close-knit social network in smaller towns and villages is attractive to many people. Sites must be set aside to allow homes and business premises to be built. It is important that specific local services are available so that social cohesion and the local civil society can develop. Specific guidelines for development and growth have been created for around ten of the towns and villages. In-depth comprehensive plans will be drawn up for Storvreta, Bärby-Gunsta, Länna-Almunge and Vänge.



Provisions in the comprehensive plan for new homes in different locations.

Countryside

The countryside around Uppsala includes good agricultural land and attractive recreation areas. There are many opportunities for developing businesses based around visitors and for offering experiences such as horse-riding, golf, adventure activities and farm tourism. The countryside has a growing role

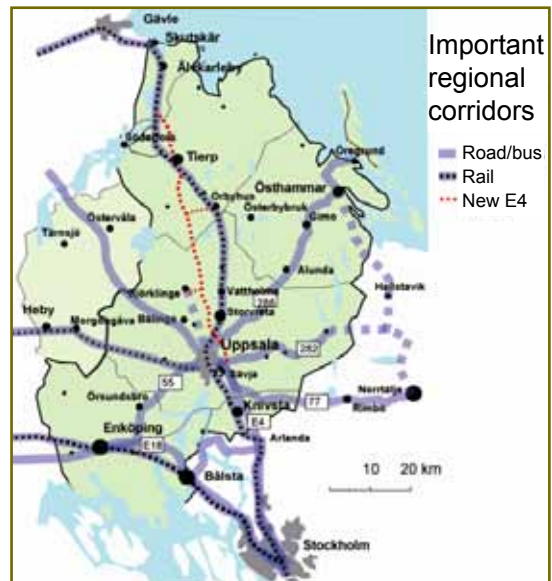
as a place where small service and craft companies, which do the majority of their business in the city, can be set up. Agricultural land must be protected to a large extent. The rural areas within the municipality must increasingly be responsible for producing the raw materials needed within the municipality.



Photo: Dan Petterson

Interaction with the city

There is a large amount of interaction between the city, small towns and villages and rural areas and this requires good communications. In the long term, priority must be given to developing public transport along routes 55, 72, 272, 288 and 282, together with the east coast rail line and the Dala rail line, with new stations in the city and possibly also in Vänge and Järlåsa. New homes and tourist businesses in the countryside benefit from their proximity to the major public transport corridors, such as routes 288 and 282, where there is the possibility of people taking day trips by public transport. Cars will continue to dominate rural transport, but more commuter parking areas will make car-pools and connecting with public transport easier. Areas of the countryside which are outside major or important regional corridors must have basic access by public transport, with several services running each day.



Public transport corridors in the Uppsala region.

OVERALL TRANSPORT INFRASTRUCTURE

Better passenger and goods transport is a prerequisite for making Uppsala an attractive place to live, ensuring business growth and promoting well-being and prosperity. In order to improve Uppsala's links with local and more distant regions, the transport infrastructure must be extended. This is primarily an issue for the Swedish government, but the comprehensive plan highlights sites set aside for the changes described below, among others.

Railways

The capacity of the east coast rail line and the Dala rail line must be increased and these lines must therefore be expanded to four and two tracks respectively. A new rail line from Enköping to Uppsala is also needed to improve communications between the western part of the Mälaren valley and Uppsala/Arlanda.

Roads

Following the completion of the E4 and Bärbyleden, the main priority is to improve routes 55, 288 and 282. Route 288 will be turned into a 3-lane main road (2 plus 1) in the next few years, over what is in part a new stretch. Further improvements may be needed following the decision to establish terminal storage

for nuclear fuel at Forsmark. The comprehensive plan highlights an area reserved for extending this road between the city and Örby.

Route 55 is one of the country's hundred most dangerous roads. Therefore, it will be turned into a 3-lane main road (2 plus 1) between Kvarnbolund and the boundary of the municipality. Pedestrians and cyclists will be kept separate from vehicle traffic. On the stretch between the city and Berthåga, the plan allows for developments to improve road safety by lowering the road and building bridges over it.

The Swedish Transport Administration has carried out a preliminary study for the development of route 282 to Funbo and Almunge. However, no funding is available for this project until after 2020. The comprehensive plan sets aside areas for developing this route into a 3-lane main road (2 plus 1).

Airfields

The military airfield at Ärna has been highlighted as being of national interest for civil air traffic. A licensing trial is currently underway for civil flights from the airfield.



Photo: Bildarkivet

A photograph of a woman with blonde hair, wearing a white tank top and dark shorts, standing next to a bicycle on a paved path. The bicycle has a basket on the front and a red bag on the back. She is looking towards the camera. The path is surrounded by lush green trees and a black metal fence in the background. In the foreground, there are purple flowers. The overall scene is bright and sunny.

 **Uppsala**
KOMMUN
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