NORDIC CITIES IN TRANSITION

- 450 Nordic urban projects
- The Nordic welfare model in transition
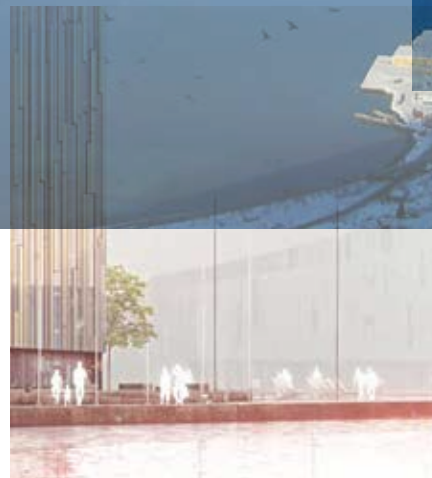- Innovation and inclusion
- New urban communities
- Competition & quality of life
- Democratic urban spaces
- Ideas & strategies

NORDIC CITY NETWORK

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CITY
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NORDIC URBAN SOCIETIES
IN TRANSITION

The Nordic societies are changing and so are the Nordic cities. After half a century of building up what has now been well known internationally as the Nordic social model current debates evolve around questions like:

— **What does the future Nordic welfare model look like?**

— **How can the model be reformed in a way that builds on the Nordic values and strenghts?**

— **And what role do the Nordic cities play in this transformation process?**

Nordic City Network wants to initiate a debate around those issues. To do so the network has selected and compiled 450 urban projects that are considered important for the transformation process of the cities and societies as a whole. Some projects have already been implemented, some are in the process making, yet others are only now being planned. We look at the desired and expected impact that these projects will have on the urban culture and the transformation process.

There are no clear conclusions but we have identified 8 trends across the 450 Nordic urban projects which point towards central Nordic values, and suggest possible new versions of the Nordic welfare (city).

18 CITIES/
450 URBAN PRO

NORDIC CITY NETWORK

Nordic City Network is a Think Tank of urban and regional planners from 18 of the second level cities across the Nordic region : Norway, Sweden, Denmark and Finland. See which cities on the map.

The network hosts seminars and initiates new collaborative development projects across the Nordic cities. The mission of the network is :

1 **To put people, values, community, welfare and deomocracy at the center of urban culture and development.**

2 **To develop the Nordic cities as sustainable, functional, attractive, innovative, cultural and competitive urban societies.**

3 **To enfuse the development of the Nordic cities with the potentials represented in the Nordic network of cities and people, the power of experiment, the Nordic social model, trust and values.**

Download 450 nordic projects here:
www.nordiccitynetwork.com

Stavanger

Kristiansand

Aalborg

Aarhus

Fredericia

Sønderborg

Odense

OJECTS

Tromsø

Trondheim

Umeå

Vaasa

Lillestrøm

Uppsala

Eskilstuna

Norrköping

Linköping

Lund

Malmö
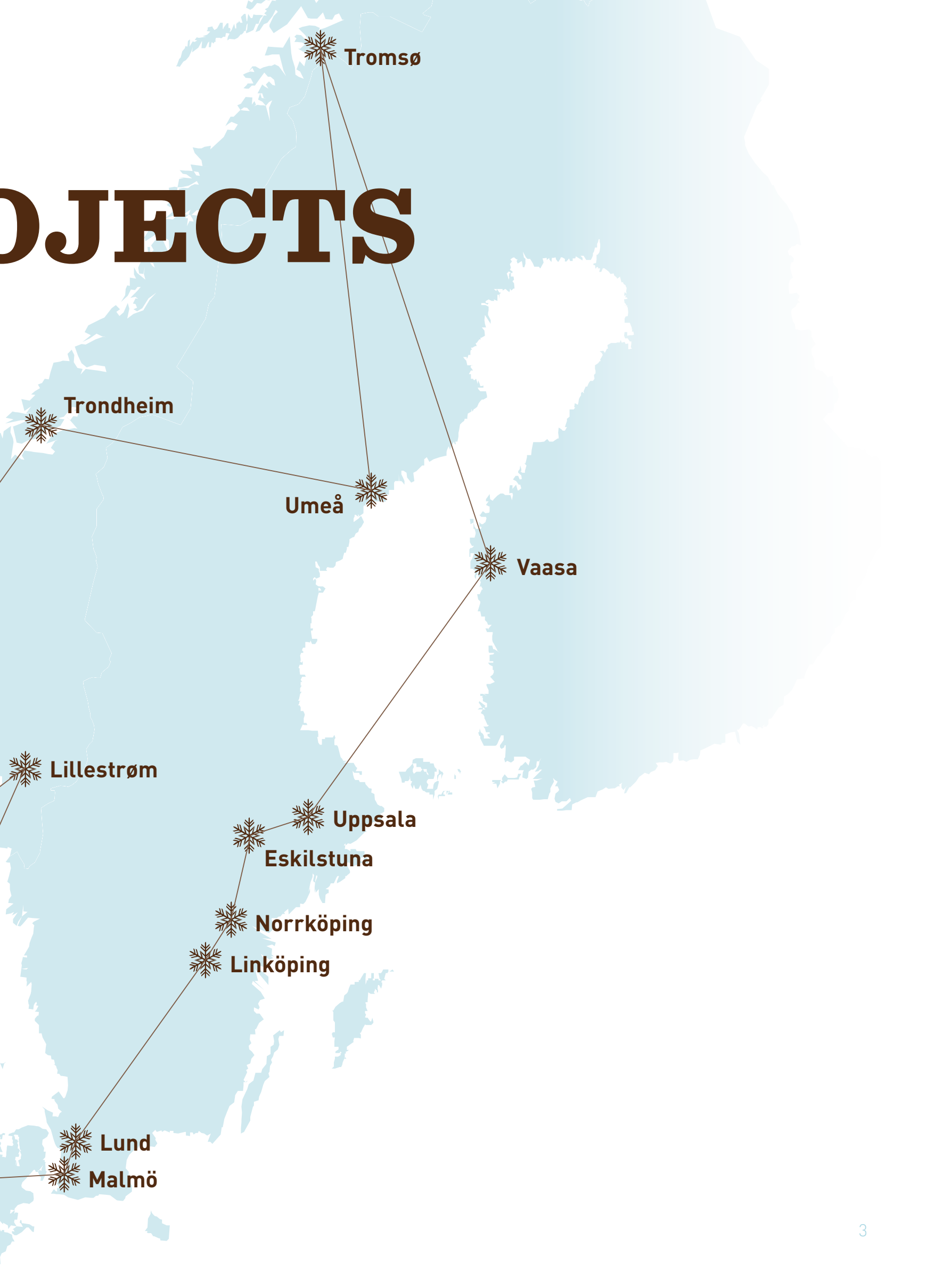
NORDIC VALUES REVISITED

Photo from Rosengård by Anders Hansson

Photo by Eric Liljeroth
(Nordiska Museets Arkiv)

ARE NOTIONS OF EQUALITY BEING ERODED IN THE NAME OF CITY COMPETITION?

Has nature become a commodity or do Nordic cities demonstrate a respect for nature?

Do welfare institutions today increase the Sense of community?

CORE VALUES

- *Sense of Community*
- *Solidarity*
- *Democracy*
- *Inclusion*

- *Trust*
- *Equality*
- *Flexibility*
- *Respect for nature*

Photo by Eric Liljeroth
(Nordiska Museets Arkiv)

Photo by Lars Gemzøe

Do public spaces in the Nordic cities build trust?

ARE WE SEEING THE EMERGENCE OF NEW SPACES OF URBAN DEMOCRACY?

Do current Nordic urban development projects incorporate flexible solutions to accomodate future needs?

CITIES & THE NORDIC MODEL

The Nordic cities are to a large extent physical manifestations of the creation of the Nordic welfare societies, but the Nordic societies are changing and so are the cities.

Many of the Nordic cities are in the process of having to reinvent themselves, letting go of an industrial past and moving on to a new era focusing on knowledge and innovation, and in this critical period of time we see indications of a new version of the Nordic welfare city.

NORDIC WELFARE CITY VERSION 2.0.

We have identified a number of trends demonstrating that the Nordic welfare city is in transition :

❋ If the traditional welfare city was aimed at securing a well-functioned framework for people's lives the Nordic cities now have to position themselves as actors in a global competition. As a result the visions for the new versions of the Nordic welfare cities now center around ideas of attractiveness and experience of urban living. The city is no longer perceived as a system that is a result of a plan and ideology, rather the focus is on people and their life worlds. Hence, the sense of community is also shifting from more abstract notions of community (the state) to more locally anchored.

❋ The public spaces are no longer as in the modern Welfare City vers 1.0 in-between spaces but they have become important arenas for quality of life and for building relationships, and by including many citizens the public spaces help develop trust between people. The public spaces in today's Nordic cities have to meet many different needs – places to relax, places for various leisure activities, places for public debate, places to work, places to meet other people, places for information and inspiration.

❋ Welfare institutions in the Nordic cities are still important social institutions for building sense of community, but they do so in a less formal way – emphasising inclusion, openness and engagement. In doing so they become much more present in our cities.

Increased multi-functionality in the Nordic cities – in the way campus areas are developed, multi-functionality in relation to welfare institutions, and in relation to transport hubs – helps to support and strengthen the Nordic sense of community, based on maybe not so much a homogenic population, but at least to a high degree of a 'integrated' population. This is the basis for a high degree of trust in society and creates a foundation for solidarity. The sense of community is a crucial reason why the Nordic countries view publicly funded buildings in such a positive way. The sense of community is maintained and fostered not only through co-ownership, but equally through our use of the buildings – many different users at the same time.

Individual freedom and sense of community are still at play in the new versions of Nordic welfare cities. Many public space projects and new development areas get realised aiming to meet individual needs of self-expression (the creative class). This goes hand in hand with intiatives aiming at strengthening people's engagement and possibilities for public meetings, thus reinforcing the democratic city.

Current Nordic urban projects seem to represent a common and shared wish to become modern knowledge cities, but perhaps this future image needs to stand more clear? And more importantly, how can this future image be realised by strengthening and building on the following potentials and by addressing current challenges? — in a way that contributes to a reformation of the Nordic welfare model?

FUTURE URBAN
POTENTIALS

❄ Inclusive learning environments. New campus areas in the cities are becoming more open and integrated, thus contributing to **INCLUSION** in the Nordic educations systems. This represents a major opportunity for developing the future knowledge societies and strengthening the inclusive city. What is currently lacking is a stronger focus on primary and secondary schools and not just universities.

❄ New transport hubs in the Nordic cities focusing on building links between people and places constitute new potential spaces of **DEMOCRACY**. In times of more and more relationships being played out in virtual fora, cities play a vital role in providing new types of physical meeting spaces, which contribute to the Nordic democratic tradition. The many transport hub projects currently being planned in the Nordic cities represent relevant areas for the potential of strengthening the democratic city.

❄ Contrary to more formal public spaces the new, more informal spaces in the Nordic cities include rather than exclude, and this inclusion helps to build **TRUST** among citizens as well as between citizens and decision makers.

❄ The openness characterising many of the welfare institutions in the Nordic cities today, could serve as an inspiration for companies in their strategic business development as a way to strengthen their **FLEXIBILITY**.

❄ New urban communities represent a great potential in the future development and reformation of the Nordic welfare society, but how can this potential be further strengthened through urban development initiatives?

FUTURE URBAN
CHALLENGES

Regionalisation

❄ Our Nordic societies are becoming increasingly complex and interconnected and this poses new challenges in terms of people having to navigate and feel comfortable in this new landscape. Cities and how they act and collaborate at regional scale will have a great impact on the sense of community.

❄ Currently the Nordic cities are still working to find their role in the urban hierarchy – not least in terms of securing quality of life across regional borders. This requires an even stronger focus and understanding of cities not only as generic service-structures but as arenas for peoples different and increasingly heterogeneous lifestyles and mobilitypatterns

Innovation

❄ Cities all over the world focus on building good universities as part of an urban development. It is interesting how the Nordic cities to a large degree build not only on elite education and research. A challenge for the future is : how do we continue to **INCLUDE** all forms of knowledge as part of the innovation processes needed to develop our cities and the Nordic welfare model?

❄ What types of interstitial spaces are needed for these innovation processes to happen? And how can we create these types of spaces?

❄ One could also ask whether the strong focus on education and technology is too narrow a strategy or whether other strategies are needed in order to develop and attract businesses of the future? What are the urban conditions stimulating businesses of the future? Perhaps primary education is more vital than university education?

Cultural diversity

❄ How could the Nordic cities more proactively minimize the segregation processes currently taking place by constructively using the increased cultural diversity as a ressource in the future development of the Nordic welfare model?

❄ How can cultural, ethnic and social differences more actively come into play acknowledging the innovation and new solutions needed for the future, relying on input from the many different people making up the Nordic urban societies?

❄ Do we have to develop new processes of **CONSENSUS** to embrace the increased cultural diversity?

Urban nature

❄ Nature in urban development is subject to many – often conflicting interests. This poses a great - but also to a large extend overlooked - challenge for the Nordic cities. When discussing the attractiveness of these cities in a competition-perspective, urbanised nature could represent a major unexplored ressource.

8 TRENDS

1

CITY COMPETITION & REGIONALISATION

2

BUSINESS DEVELOPMENT & INNOVATION

5

PUBLIC SPACE

6

WELFARE INSTITUTIONS

NORDIC CITIES IN TRANSITION

1

CITY COMPETITION & REGIONALISM

Hypothesis

The Nordic cities – just like many other cities in the world – are controlled by the idea of city competition and regionalism, and coupled with this, the concept of quality of life comes into focus in new ways. However, it is unclear as to whether the regional welfare city is still characterised by the values of **equality** *and* **solidarity.**

In recent years, the primary driver behind most Nordic urban projects has been city competition. This trend is based on the idea that today's cities are in fierce competition with each other, and combined with a desire for growth and wealth, this competition has become the critical driver for the development of cities. One consequence of this trend is an ever increasing focus on regionalism, and how to include the city into a larger network of cities. Many cities are working towards establishing connections to their regional network – and this network has become the prerequisite for attaining more jobs, lower unemployment, better health and education, and much more. It is the network city that provides people with increased opportunities for self expression. Yet regionalism and the network city also create new problems and imbalances – both internally and between cities. In other words – the risk of rising inequality currently exists, and the Nordic network city is no exception. The question is: how do cities relate to these opportunities and challenges?

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Although, it is clear that most cities have a general desire to be connected to a larger region, the role they see themselves in is less clear, and the often discussed idea of city hierarchy, remains an open question.

At the global level, city competition is characterised by a great focus on quality of life, with various rating systems attempting to define criteria for 'the most liveable city' on many levels (e.g. Monocle Magazine). It is less clear at the regional and local level however, as to how cities want to contribute to quality of life. In other words, quality of life as a concept has become a little vague. The

> " *City life has now become a welfare benefit – but a welfare benefit strongly connected to the affluent, retail-ready middle class, and much less so to other socio-economic groups*

numerous urban projects contributing to the competitive city discourse have much in common, and all compete with respect to traditional growth parameters – such as number of inhabitants, and number of workplaces etc. However the concepts of 'everyday life' and quality of life stand in contrast to these traditional growth parameters, and are becoming more and more extensive (home life, work life, leisure, cultural activities, and everything

in between). They are also becoming more fragmented.

Quality of life may be articulated through diverse concepts such as 'the attractive and vibrant city'. One type of project that all cities partake in is the Urban Revitalisation project - and these are particularly prominent in smaller cities. **Eskilstuna and Lillestrøm** – are good examples. In the last decade, the city life and café culture etc. have been in high demand – and as such, have potentially expanded the quality of life concept. City life has now become a welfare benefit – but a welfare benefit strongly connected to the affluent, retail-ready middle class, and much less so to other socio-economic groups. In other words, planning is now strongly connected to the creative class.

The cities which focus more specifically on quality of life primarily do this for two reasons: security, and active life in the city.

Kristiansand and **Odense** are two cities which have purposefully worked towards improving quality of life by focusing on

KATRINEHOLM

FINSPÅNG

NYKÖPING

MOTALA

NORRKÖPING

VADSTENA

SÖDERKÖPING

LINKÖPING

MJÖLBY

BOXHOLM

ÅTVIDABERG

TRANÅS

KISA

LINKÖPING GEMENSAM OVERSIKTS-PLAN
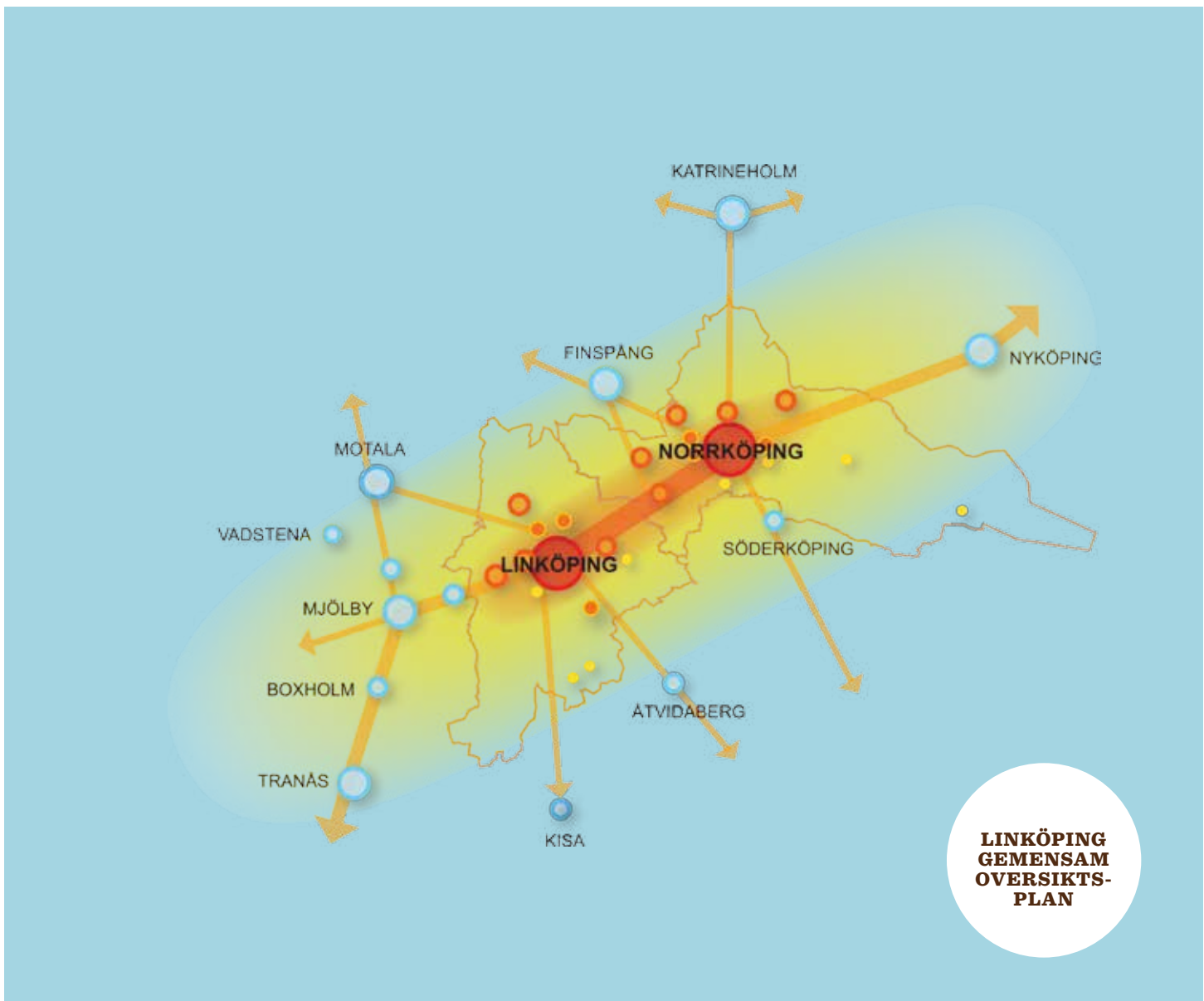
security in the city. These cities have both established cross-sectoral collaborations to launch various prevention efforts that can preclude urban crime, and this work has been placed as a top priority to ensure that the city is a good place in which to live. The fact that only two Nordic cities have selected projects that specifically focus on security indicates that safety levels are still relatively high in Nordic cities. Hence there is not a 'sense of urgency' to focus on this aspect of urban development.

There is, however, a more apparent trend regarding quality of life as a competitive tool, and this relates to strengthening the city as a place for physical activity, and hence healthy, active lifestyles. This is expressed in the form of new sports and leisure facilities for example, and can be seen in cities such as **Umeå and Linköping**. In recent years, **Linköping** has established several local sports facilities for both organised and informal types of sport. **Umeå** has a long history as a sports city, which it clearly promotes,

and as a result, attracts many visitors to the city. The large sports facility at the

> 99 *Some would suggest that not enough attention is currently being placed on the importance of housing for all*

university has continuously expanded since 1983 and is now Europe's largest. There is a final category of cities that make a conscious effort to improve quality of life for all city inhabitants. In some cases, this means that the focus is placed on the particular needs of specific groups (the elderly) (e.g. Fredericia and Odense), whilst in other cases, cities are busy ensuring better housing for all (Tromsø). Housing for all is a welfare theme, which is relevant to both past and present versions of the welfare city – as

well as to the challenges of **inequality**, that regionalism generates. Some would suggest that not enough attention is currently being placed on the importance of housing for all – particularly in relation to other important visions of vibrant and diverse cities that are so popular these days. This is confirmed in the 450 urban projects material which highlights that very few cities have chosen this type of housing project as important for their city's development.

Norrkoping and **Linköping** are examples of two cities that have worked hard towards becoming a stronger region together, for the benefit of all citizens in the region. Through the development of a common Vision Plan, the two cities have developed an awareness of their different strengths and therefore how each city can compliment the other. They are consequently working towards making it

easier to live and work in the region, and have setup several initiatives within the following areas:

- Collaborative efforts for childcare services
- Provision of jobs
- Reduction of commuting times
- Regional marketing

Many other cities have a focus on regional collaboration. Some aim to find collective solutions – not least in relation to infrastructure (e.g. **Umeå and Vasa**, which among other initiatives, have come together to establish a new environmentally-friendly ferry connection between the two cities), whilst others are more explicit about forming collective strategies e.g. **Business Region Aarhus**.

In addition to these different types of collaborations with other regional cities, regionalism is also expressed when individual cities consciously choose to develop their unique strengths. The three cities of **Sønderborg**, **Vasa and Tromsø** are all examples of this. Despite its remote location in relation to Denmark's major urban centres, **Sønderborg** has managed to retain and attract a large portion of highly educated citizens by creating strong connections between the university and local businesses, as well as ensuring (and expanding) regional accessibility via highways and an airport with direct flights to Copenhagen. Meanwhile, the city of **Vasaa** has made a concerted effort to become Finland's **energy capital**, and has achieved highly positive results in several areas: Today, the Vasa Region is the fastest growing urban region in Finland, and the city's energy sector employs up to 10,000 people. The city has also been named as one of the country's five most innovative cities as it is taking on the responsibility of developing sustainable energy solutions. The city's focus on energy also produces positive outcomes in the business and housing sectors, where new energy-efficient residences are being developed and constructed. **Tromsø's** unique location in northern Norway has become a catalyst for development, as the city has naturally become a central hub for polar research, and thus a natural regional centre for the whole of northern Norway.

On a smaller scale, the city of **Aalborg** has placed a clear focus on the people the city is most dependent on in relation to urban growth and development: its students. As a result, one of the city's key projects is to build good, affordable student housing. This presents as a clear competitive advantage over Aarhus and Copenhagen, where the shortage of student housing is high.

CASES

LINKÖPING
— COMMON MUNICIPAL PLAN

The commuter train service between Linköping and Norrköping means that it is common to commute between the two cities. However, the two cities exchange more than just commuters. For example, Linköping University has a branch in Norrköping. With the campuses in both cities, Linköping University has approaching 30,000 students. With its cutting-edge research and strong links with the business and local communities, the university plays an important role in development and growth. This is particularly true in areas such as aeronautical engineering, visualisation, environmental engineering, medicine and logistics. In 2010, a joint master plan was adopted for Norrköping and Linköping, highlighting development locations throughout the region. There are also partnerships with other neighbouring municipalities such as Mjölby, Motala, Vadstena, Finspång and Tranås.
Read more at www.eastsweden.se

VASAA
— INNOVATIVE CITIES

Vaasa has been chosen to be part of the planned innovative cities project. Vaasa assumes national responsibility for developing the subject of 'sustainable energy solutions'. This means that the city networks nationally to develop the energy sector nationally and globally and to develop higher education in the energy sector between different cities.

2

BUSINESS
DEVELOPMENT
&
INNOVATION

Hypothesis

Cities are important catalysts for future innovative businesses. Hence cities are increasingly aiming to develop new hybrid urban spaces and organisations that can support this development. **Flexibility** *and* **inclusion** *are the key values for the transformation from an industry society to a knowledge society.*

Cities have always acted as a framework for the dominant and value-adding production types of each era. With the establishment of the welfare society and thus the welfare city, it was vital to create the necessary conditions to enable all citizens (including women) to participate in the workforce. So in addition to providing the framework for workplaces, day care centres, retirement homes etc were built. In the welfare city: version 2.0 we are seeing new connections between urban development and economic development, whereby the city takes on a central role in relation to new forms of work and education – not simply for welfare reasons, but as a top priority prerequisite for the development of cities and (knowledge) societies. One could say that it is in relation to knowledge and education, cities see themselves as having a particularly important role in the development of society. This is expressed through urban elements such as campus projects – campus projects, which could be said to have special Nordic features.

I n recent years, all cities in Scandinavian cities have aligned themselves to the idea of the knowledge society, and the premise that knowledge creates growth. This applies to both university towns as well as smaller cities which have developed other types of education. The most obvious example highlighting how knowledge and education are seen as the main drivers of growth is found in **Trondheim**. Trondheim has a long history as a university town and has repeatedly been labelled as the best student town. As a result, the city deliberately works towards strengthening and further developing in this area.

Trondheim and many other cities are contributing to the development of society and the need for new knowledge and innovation via campus development projects. The campus was originally established as an isolated enclave, a well-defined area with a particular identity in line with other functions in the functionally divided city – similar to the industrial areas of the welfare city, version 1.0. Today, we are seeing new versions of the campus emerging. The most obvious indicator of the re-imagined campus is the widespread desire to integrate campus areas with the rest of the city – and city campus ideas are highly prominent in many cities. There is

no longer a desire for the closed enclaves, but a drive towards creating integrated campuses in the city. This integration occurs in the following ways:

One strategy many cities have chosen, is to open up the campus to the rest of the city and establish connections both outwards and inwards. Several cities have the challenge of external campus areas, located outside the city centre, and are thus working to create so-called 'knowledge conncections'. Examples include **Lund**, **Trondheim**, **Eskilstuna**, **Malmö**, and several others. The overall goal is to enhance the visibility of campus activities, and even more importantly, to create new synergies. In addition to developing a 'knowledge connection', **Umeå** is concentrating its efforts towards merging the city and campus together. Although the university campus was primarily developed and located 2km from the city centre, the idea behind the new Arts campus is to blend the educational institution with urban functions in ways which blur the boundaries between city and university. The vision is thus to create opportunities for new dynamic meetings and to help ensure that businesses will use the university as a driver of development and growth.

Many municipalities have a natural interest in the integration between

campus and the surrounding city. In today's knowledge society, many large investments occur were education and research environments are located, and municipalities are thus attempting to create more value out of these massive investments in various ways – how can more citizens benefit from these investments – and not just the employees of the city's education and research institutions? Can new facilities be developed for the benefit of even more citizens?

One example is in **Aalborg**. In 1974 the university was established outside the city centre in Aalborg East. Today, the city is now integrating its university development with its waterfront development. Whilst the city has worked for several years towards transforming the harbour into an attractive, recreational urban space for the benefit of all citizens, the idea is now to concurrently add more educational facilities to the new waterfront area. As such, interesting synergies have arisen as part of the process. One concrete example is the establishment of a wind machine on the waterfront by the university. The machine has been a great success with children and adults alike, who randomly pass by the area. As a result, the city's knowledge environment physically intersects with the city's recreational

environment. Similarly, the location of the wind machine at the point where people pass by makes the knowledge environment visible to a wide spectrum of the population (therebyand where possible includes and engages).

The desire for synergy also means that the campus areas themselves are being rethought.

Whilst campus projects naturally have a strong focus on education and research, we are seeing more cases and opportunities for businesses to locate themselves in these areas, in order to incorporate the various links from the chain of social value creation. The idea is to pull different kinds of actors together and to create the basis for synergetic opportunities. The idea of gathering different kinds of actors together in campus areas also relates to the Nordic value of **FLEXIBILITY,** which is connected to exploration and adaption to our environment. Although Nordic countries have not traditionally produced many new inventions, there has been a strong tradition of adaption and further development of existing inventions or products for society's changing needs. In comparison with the Anglo-Saxon model (a socio-economic model characterised by large investments in research), the Northern European model (including Scandinavia) has a much greater focus on applied research and research development.

The principle of synergy for businesses is not limited to specific campus areas –we are seeing an increasing trend of businesses taking strategic decisions about their city location. There is also increasing talk of 'urban workplaces' – workplaces where the urban environment is integral to the company's work and value creation. This relates to the trend of more flexible work life, which can occur in various places, including in urban spaces – such as in cafes etc., where colleagues hold meetings and seek inspiration. The question remains as to how development between the different actors should occur. When looking more closely at the intentions and visions of synergy within the Nordic campus projects, it is not particularly clear as to how the synergy, new network, and collaborations should occur. Until now, the pattern seems to be centred around co-location or development of so-called 'clusters' – i.e. institutions that act within the same professional field, yet perhaps stem from different backgrounds in education, research, or private companies. This

pattern can be seen in a number of campus projects in Nordic cities, such as **Energy Lab, Vasaa**. However there are also some interesting exceptions.

At **Institut X** in **Århus**, a very broad thought process has gone into the development of a new form of city campus. Instead of an educational campus, the institution is conceived of as an innovation campus – with a focus on creativity.

Other projects specifically address the challenge that synergy and innovation do not necessarily occur spontaneously, as well as how a campus should specifically be shaped so it functions as a place for knowledge exchange. One example is: **Linien** in **Malmö**; an ongoing project that takes its starting point from the

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institutions and businesses along the street: How do they function? Which needs and interests do they have? And how can they be supported more specifically in urban spaces?

In recognising that co-location alone does not necessarily create synergy and innovation, we are gradually attempting to create new hybrid forms of urban space – interstitial spaces – which encourage collaboration and thus pave the way for desired levels of synergy. In some instances, these 'interstitial spaces' are organisations. A good example of this is **Kundskabsbyen Lillestrøm**, which holds common meetings, has shared facilities (including kindergarten) etc. Lillestrøm is a new city which has grown substantially in the last 20 years, and although it lacks a long history as a knowledge town, today it is home to one of Norway's most important research centres: Kjeller. Its character as a newly established research park has arguably provided a natural incentive to improve the area's attractiveness. The organisation is also an initiative undertaken by the present institutions themselves. Another example of an attempt to create synergy is **Munktell Science Park** in **Eskilstuna**. Although the great focus on education

and knowledge environments is by no means unique to Scandinavia, current approaches to urban projects that plan and develop environments where future knowledge and growth will occur, show signs that **INCLUSION** is a dominant value. The strong focus on education for all and development of human capital has been present for decades in the Nordic countries. It is not until relatively late in the Nordic region's education system that a differentiation between the talented and less talented occurs. From a national perspective, there is a desire for a very high percentage of school leavers to receive an education. The idea is that through inclusion one can mobilise society's strengths, with support of the majority often highlighted as a prerequisite for the Scandinavian ability to create a wide field of talent for a variety of areas (Norden som global vinderregion, Nordisk Råd, Nordisk Ministerråd & Huset Mandag Morgen, 2005). This idea of **INCLUSION** seems to shine through in the Nordic campus projects. As previously mentioned, work on many Nordic campus projects is centred on making education and research environments visible, which can also be interpreted as a desire to get everyone onboard.

This desire to get everyone onboard is very clear in the **Camp U** project in **Odense**. The project is a new education cluster in the neighbourhood of Vollsmose and involves a collaboration between Odense Kommune, UCL, and Humlehaveskole. At the previous Humlehaveskolen in Vollsmose, one can also find the educational institutions of Rising Ungdomsskole with fritidsbutikken, Ungdomsakademiet, 10th grade, and afterschool education. Camp U also contains a department for Social and Workplace Management, and will in the future be host to leisure activities, motivational jobs, and educational training opportunities. The aim is to create a highly motivational place which can provide for the 15-30yr olds in new ways– and to attracting youth from across the city.

Another interesting example is **Visualiseringscenteret in Norrköping**. In the last few decades, Norrköping has gone through a radical process of transformation – from being one of Sweden's most important

industrial cities, to a city which offers a completely unique knowledge and urban environment. These environments have been the key impetus for moving the city into a new era. The old industrial landscape has been transformed in a way which consciously shows respect for the city's past and the life worlds of the industrial city, whilst the new era is represented by the university being integrated into the city in various ways. The visualisation centre is an example of this, and will function as a cultural magnet for the city, whilst creating awareness and curiosity about education and research being conducted at the university. The centre will also function as a mediator between the university and the city's schools and colleges.

The question is - whether visibility is enough in itself, or whether there is a need for other action in relation to future campuses if all are to get onboard? At the national level, Nordisk Råd are working on strengthening education in Scandinavia, and have a particular focus on how Scandinavia can create educational opportunities which engage and motivate. How these ideas are specifically integrated into the physical planning of campuses could be an interesting area for further investigation.

TRONDHEIM
— HEALTH CAMPUS

On Øya, the new St. Olavs Hospital has been extended with the objective of being one of the best, most patient-friendly university hospitals in Europe.
The extension covers a total of approximately 200,000 m2, of which NTNU's medical faculty has around 25%. The new St. Olavs Hospital has thus become a fully integrated university hospital in which there is close contact between the hospital (treatment/nursing) and university (research/teaching). The extension has also followed a city structure, making the university hospital an important part of the urban environment.
More than 10,000 people enter and leave the district every day. The extension of the university hospital, with the interaction and integration achieved, now serves as an example for a number of other projects.

NORRKÖPING
— VISUALISATION CENTER

Visualiseringscentret (the visualisation centre) is a joint project associated with the university's focus on technical visualisation. It is a meeting place for culture, science, entertainment and information. The centre enables the general public, students and researchers to meet. The project's dome is housed in Bergs power station. The architectural addition that links two buildings was designed under the motto 'respect and imagination'.

3

PUBLIC SPACE

Hypothesis
*Public space is no longer a neutral or
surplus space – today it is a central democratic space
in the development of Nordic society.
Urban space can both strengthen and challenge the
central Nordic values of* **trust**
and **inclusion**.

During the development of the Nordic welfare society and the welfare city, public space was not placed at the centre; the city and its spaces were simply locations for the many welfare institutions, and it was the institutions that were in focus rather than public space. As a result, public spaces were reduced to basic forms: 'in-between spaces' and 'outside spaces'. The majority were categorised as in-between spaces and were characterised as having no function. In contrast, outside spaces were typically connected to apartment blocks, large workplaces, or welfare institutions. They were often mono-functional – and developed into parking spaces, green areas between apartment blocks, or playgrounds outside kindergartens. Today a great renaissance in public space has occurred, which means we can now discuss the welfare city, version 2.0. Today, public space projects are a central component of all Nordic city developments, and play a central role in the promotion of the attractive, innovative, and cultural city.

At present, cities are competing for quality of life (see Hypothesis 1), and in this context, urban spaces play a very central role. Urban space is no longer a random backdrop, but a means of making cities attractive places to live. This is partly due to an increased need for city life and the desire to participate in city life – and city life cannot occur without the public space, where. This idea is demonstrated in the numerous urban space projects that have been constructed or planned throughout Nordic cities in recent years.

A large percentage of public space projects occur in city centres with projects such as the establishment of pedestrian streets, conversion of car parking or formal plazas to central squares and plazas, offering various opportunities for activities and expression. Examples of this development are **Fristadstorget in Eskilstuna**, **Nytorget** in **Stavanger**, **Å-åbningen in Aarhus, Oprustning af innerstadsmiljøer and Storgatan/Stora torget in Linköping, Domkyrkoplatsen in Lund**, as well as **Åstråket** and **Dragarbruunsgatan** in **Uppsala**. A profusion of café life has developed in conjunction with these public space projects, which was not so popular in Nordic cities a few years ago. This emphasises one of the most important

contemporary functions of public space – the need to provide for recreation. In the last 20 years necessary activities such as people moving to and from work, have been supplemented by more optional and social activities as more and more people choose to spend their leisure time in the city's public spaces. One can go for a walk, sit in a café, go to a street market, watch street events etc. Public space has also become a place where more active recreational activities take place – jogging, ball games, skateboarding, and parkour just to name a few. In other words, public space has become an important ingredient in the lifestyle package cities have on offer.

The question is: Who are all these urban space projects planned for? With the broad focus on physical activity and café life characterising so many urban space projects, could it be said that most new urban space projects are middle class projects? To a large extent, the newly built public spaces are where people of similar interests and social status meet. This is also supported by the trend of 'aesthetic communities' as characterised by researcher Zygmund Bauman. In contrast to the past, where many communities were tied to common values and traditions, today's communities are more volatile and are more accurately characterised as being aligned to one's lifestyle– e.g. enjoying a glass of wine at a

food market, or getting a kick out of participating in a music festival. Do these urban lifestyle spaces therefore mean that the Nordic idea of **COMMUNITY** is in danger? Are important minority groups being **EXCLUDED** from today's urban spaces? Or do Nordic urban spaces still have the potential to be **DEMOCRATIC** spaces?

The following public space examples highlight two emerging trends of urban spaces – those that are designed for the majority (urban space for all) and thus democratic in their approach, and those with a special focus on the needs of particular social groups. Examples of urban spaces for the majority include the urban space projects mentioned earlier, as well as **Nye Havnefronter** in **Aalborg** and the **Nye attraktive mødesteder in Umeå**.

Although the idea of **INCLUSION** of different groups may not have been well represented in the past, several cities are currently trying to develop urban spaces orientated towards specific user groups, such as children and adolescents. Many families are now choosing to stay and live in the city, which thereby places a demand on urban spaces to provide safe and inviting places for children and adolescents. We are seeing the results of this reflected in a host of new public

STAVANGER
— NYTORGET

Establishment of a market for secondhand goods, festivals and exhibitions in a car park in the centre with active residents as the driving force. The activity is based around the centre of Stavanger, urban quality and governance. A new courthouse and car park in a rock cavern are planned in the area. This is a challenge to the existing urban space and its current use.

AALBORG
— KAROLINELUND

Karolinelund was built in the first half of the 19th century and is one of the city's oldest parks. Over time, the park has had various uses but they have always involved entertainment. With the closure of Tivoli in 2010, there was a public debate on what the park could be used for in the future. On the basis of the public debate, and as part of both the physical and mental transformation process, it was decided to reopen Karolinelund as a temporary experimental people's park as part of Aalborg's strategy as a city of experiences and innovation. Since then,

several associations and cultural institutions have moved in, including the user-driven cultural centre for electronic art and culture, Platform4. And several exhibitions, concerts and festivals have been held.
In spring 2013, Aalborg Municipality entered into a right of use agreement up to May 2015 with the users' association 'Karolines Venner', an interest group with the aim of empowering citizens and promoting user-driven activities, art and culture.

AALBORG
KAROLINE-
LUND

spaces with a special focus on play. In the past, play was reserved for playgrounds associated with day care centres (the welfare city's outside spaces), but now the aim is to integrate playful public spaces into the city, thus experimenting with the concept of the playground. **Temalegepladser in Malmö** is an example of this last point. The concept behind **Temalegepladser** was to turn the playgrounds into interesting attractions by offering a diversity of experiences and opportunities. It may be argued that if playful urban spaces were initially directed towards a specific user group, many cities are now attempting to provide more democratic spaces by making them attractive to a wider user group than simply children between the ages of 2-10 years. Sometimes youth facilities can function as a driver of change for an area and become a people magnet to such as extent that they actively contribute to the democratisation of the city. This is evident in the project **'Stapelbäddsparken' in Malmö.**
The project was initiated by a group of young skaters and became a successful magnet which managed to put an otherwise isolated urban space on the city map.

Den religiøse legeplads, Fredericia is another interesting urban project which initially had a primary target group (children). However an extra layer was added to the concept of the playground, thereby allowing the space to represent the city's tradition as a tolerant and open freetown for many different religions.

The final example is **Folkets Park in Malmö.** Here, the city has made a conscious and strategic effort to extend its hand towards groups in the city that have been absent from central public spaces: ethnic minority groups from the vulnerable/disadvantaged residential area of Rosengården. As such, a dedicated agency was established to set up and market the park towards these groups, and has subsequently turned the park into a truly multicultural urban space.

A further assessment of recently established urban spaces in Nordic cities has also revealed an interesting transition from formal to more informal spaces. In the welfare city, version 1.0, many public spaces had a very formal character and mostly functioned as the backdrop to larger, more meaningful welfare institutions. This is no longer the case. People are now invited to stay and relax in centrally located squares, and there is increasing discussion of everyday spaces/

everyday urbanism which penetrate the residential neighbourhoods of cities in the form of pocket parks. It is here that Jan Gehl and Gehl Architects' universal principles of safe and comfortable urban spaces function as inspiration. And one may ask whether the attention on people and the humanity of city residents, rather than their culture – is a particularly Nordic contribution to democratic urban spaces of the 21st century? Although a large focus on urban spaces in connection to institutions remains - such as important cultural institutions

99 *Sometimes youth facilities can function as a driver of change for an area and become a people magnet to such as extent that they actively contribute to the democratisation of the city."*

(see Hypothesis 4), more attention is being focused on urban spaces as places where people can simply 'be'. In contrast more formal urban spaces of the past, the informal character of Nordic urban spaces strengthens **TRUST** between the city's many users and interests, as well as an experience of **LOWER POWER DISTANCES**. The cultivation of the informal is particularly evident in **Aalborg**, where both Østre Havn and **Karolinelund** are examples of urban space projects where (future) users are the focus, rather than the design. In other words, the goal is not to create a pretty urban space, but to casually initiate a mental transformation.

Karolinelund is a former amusement park, and in 2010 discussions began about what the park could be in the future. Since then, the park has become an experimental public park, where diverse organisations have held events, exhibitions, and festivals etc. A user group association called 'Karolines venner' has now been established and has a user approval in conjunction with Aalborg Municipality.

Generally, there has been a shift from urban space to a physical expansion to a focus on people and the activities that occur in urban space. This supports the ideas of the informal and people in Nordic urban space projects. Today, many cities are aware of the importance of different activities occurring in their urban spaces - **Eksperimenter i byrummet, Aarhus,**

Fest i Hverdagen (Light festivals, folk music festivals etc.)**, Linköping** and others are an example of these activities.

The increasing focus on activities has also led to new project collaborations in cities, where different actors have come together to finance and/or provide opportunities for events in the city. This is exemplified in cities such as **Linköping**, where **Samarbejde mellem innerstadsaktører** and **Cultiva stiftelsen in Kristiansand** were established to support creative environments and cultural institutions etc. **Eskilstuna** is another example, where the municipality has taken the initiative of creating activities in collaboration with local retailers, police, and property owners in order to create a vibrant city centre.

As cities become more aware of creating activities in urban spaces, an increasing focus on the process will naturally occur. This is exemplified through more and more temporary urban (space) projects in the form of actions and activities that engage users, citizens, and other actors, and function as a driver of great change. Temporary urbanism or 'process urbanism' - a concept borrowed from the Danish design firm SLA – is not simply a Nordic phenomenon, but represents a major **DEMOCRATIC** potential in Nordic cities to address and recognise the cities' users and citizens, and their changing needs, desires, and dreams. The concept is about understanding the city as an element under constant change, which thus requires a large degree of **FLEXIBILITY**. Perhaps Nordic cities have an advantage here, due to their long tradition of local reform – and ability to adapt to changing circumstances?

4

THE CITY'S WELFARE INSTITUTIONS

Hypothesis

*Today, Nordic welfare institutions
must now engage rather than lecture citizens,
and as a result of this development,
cities (and urban spaces) are taking on
a more central role.*

In the establishment of the Nordic welfare state, several welfare institutions have had a highly central role. This applies to day kindergardens, educational facilities, hospitals, nursing homes, and cultural institutions. All these institutions have been the pivot point for the development of the welfare city, and have been planned and established using the principle of EQUALITY. The idea is that all citizens may achieve personal freedom through equal access to these welfare institutions. As well-established and well-funded community development institutions, it is apparent that they are now undergoing change. Although their level of importance in society has not been lost, they are starting to assume new roles.
Overall, institutions are no longer considered as independent entities, but as contributors to relationship-building institutions. Whilst these institutions represent an important contribution to urban appeal, urban spaces are becoming an important framework for institutional operation.

In the development of the Nordic welfare state, several institutions became important tools for creating communities, where all citizens had equal opportunities to develop, and the potential to contribute to society on various levels through their labour. The focus was to give both genders the opportunity to work, as well as providing all citizens – regardless of social status – with the opportunity to educate themselves. The social security and health safety net were equally important elements. As such, welfare institutions have become symbols of a society which embraces common solutions. Since the various types of welfare institutions still function as central symbols for Nordic society, what are the specific values that welfare institutions embrace today?

When looking at current urban development, it becomes apparent that there are several examples of different welfare institutions functioning as drivers for many urban development projects. This particularly applies to urban development around Greenfield or Brownfield sites (such as transformations of old harbour areas to new urban functions). One challenge in many of these areas is the lack of urban life, hence cultural and educational institutions (in particular) are employed as key tools

to create life. Examples of this include **Dokk 1**, in Århus and **Musikkens Hus** in **Aalborg.** Both projects show that public investments are still the main drivers of development, and that cultural institutions play a particularly important role as a framework for community in the Nordic urban societies. Whilst new cultural institution buildings often achieve much attention, there is perhaps less attention placed on the welfare institutions which are categorised as 'urban basics'. These include hospitals, schools, day care centres and so on. Despite this lack of attention, they have become a key competitive tool for cities today (see Hypothesis 1). When assessments of the 'most liveable cities' are undertaken, the parameters of proximity to good schools, day care centres, hospitals etc are often cited, and as a result, these types of welfare institutions have become relatively prestigious building projects. This is demonstrated in architectural competition briefs, and through experiments in innovative and sustainable architecture associated with this type of building (see New Nordic architecture exhibition at Louisiana, 2012).

The importance of these types of welfare institutions is also reflected in the number of municipalities citing these new buildings as paramount to the

development of their cities. An example of this is **Tromsø**, in northern Norway, where a new kindergarten has been constructed between the city centre and the university.

If we zoom in on the institutions themselves, some interesting development trends are emerging. On the whole, welfare institutions are form-givers which tell us about our community (just as they did during the establishment of the welfare society). However this is now occurring in a different manner. To a certain extent, a de-institutionalisation of institutions is occurring. Many welfare institutions in the city have traditionally been seen as isolated entities, radiating an air of formality and authority, but this is set to change as institutions are opening up to the surrounding city, thereby integrating more with public spaces. In doing so, public spaces help to convey the idea of openness that the institutions want to signify. This trend is particularly noticeable in relation to public libraries, which are now redesigned with open foyers and integrated additional functions such as cafes. As a result, libraries are potentially reaching more citizens, and creating more opportunities for synergy across institutions. Hence the library is taking on a new, potentially important role in the future Nordic knowledge society.

As a result of this new role, surrounding public spaces and urban locations have also increased in importance. **Odense** library is a key example of this, due to its location on the first level of **Odense Banegård:** the city's bustling hub**.** Similarly, **Tromsø** library is situated next to the city's town hall and a cinema in **Fokuskvartalet** (since 2005). **Kulturväven, Umeå** is also a large new cultural building, which represents the city's strong focus on culture. The building's form and function will reflect the current trend for openness, engagement, and synergy. Kulturväven will also ensure high levels of accessibility with six public entrances, as well as open facades and terraces which will remain open all year round. The building will additionally house a variety of facilities including: a performance space, informal performance space, library, exhibition spaces, studio spaces, community information, and a café/restaurant. The principles of openness and informality also influence the boundaries between public and private spaces, and can also be found within the health sector. Many new hospital buildings are now constructed as campuses (see Hypothesis 2), and aim to interact with the surrounding city. Examples of these so-called blurred boundaries can generally be found within the nursing home and aged-care sectors. Here, there is a greater focus on prevention, and the elderly are encouraged to seek care in the comfort of their own homes, rather than seeking services offered at institutions. One example of this focus is the project called **Fredericia former Fremtiden.** Other projects demonstrate that openness is not just about a two-way relationship between the citizen and service

institution. Institutions must also open out towards each other, as in the case of **Helsecampus** in **Trondheim**, where the health centre, hospital, and university are all integrated under one the same roof.

Integration with surrounding open spaces is perhaps most prominent in relation to cultural institutions. Public benefits from investments associated with these new cultural buildings are very much in focus, partly due to the fact that cultural institutions are frequently situated in attractive areas of the city, such as along new waterfront promenades.

The opera house in Oslo is perhaps one of the best examples of this trend. Despite opera traditionally being associated with the cultural elite, the idea was to create a cultural institution for all – with the help of the building's form and surrounding public spaces. Similar ideas can also be found in **Stavanger**, where a new concert hall has been built on the attractive waterfront, and where many people are expected to casually pass by. Along with the development of a school and education centre, the concert hall is built in an area that has a specific focus on music. The idea is to create synergies between the various institutions, as well as to encourage new user groups to the area in addition to traditional user groups, thereby allowing the individual institutions to open themselves up to a wider audience. The new concert hall also includes an open air amphitheatre, which also functions as an open urban space for passing pedestrians.

A final example of this trend towards more open and engaging welfare institutions

is that of municipalities and their administrative services. Here we are starting to see how different strategic decisions are encouraging municipal offices to relocate to new urban areas. One such case is located in **Aarhus**, where a new **Masterplan for Gellerup** has been conceived. Gellerup is a neighbourhood that has suffered from severe social problems for many decades. Today the neighbourhood is going through a process of urban renewal which will improve the neighbourhood's links to the rest of the city – both physically, as well as in relation to commerce and cultural life. In order to support this renewal the employees at the Department of Engineering, Environment, Employment and Social Relations are moving to a new office in Gellerup in 2015. The aim is to signify that Gellerup is a part of Aarhus, and that jobs can counteract the unfortunate marginalisation and isolation which is so widespread in socially deprived urban areas. Another example of this trend is the previously mentioned **Fokuskvartalet** in **Tromsø.** The three functions of cinema, library, and town hall are linked together via an open internal urban space – an urban hall - which functions as a meet space for employees, politicians, and citizens. The hope is that this set up will provide new opportunities for participation and democratic input. The same principle can be seen in the **Nordkraft project in Aalborg,** where the aim is to integrate several institutions and functions under the same roof in order to stimulate curiosity and interest in the opportunities on offer at Nordkraft.

TROMSØ — FOKUSKVARTALET

The City of Tromsø's city hall with a library and multiplex cinema was opened in 2005. The building replaced a city hall on the site that was built in 1958. Fokus cinema, with its characteristic Candela design from 1970 was converted into an open library on four floors under the old cinema's concrete shell. A new multiplex cinema with 6 screens and 950 seats is located beneath the city hall part, which has over 400 jobs, the city council chamber and a large open 'city hall'.
The city hall faces Rådhusparken; the library and the cinema face Grønnegate. The large open 'city hall', which is linked to the canteen, cinema and library, functions as a meeting place. The functions of the city hall are open and accessible and stimulate contact between employees, politicians and users of the city.
The building combines cultural activities with political life. The transition between city council chamber, canteen and public area is a particularly good example of how the 'fourth urban space' invites participation and joint consultation.

UMEÅ — KULTURVÄVEN

Kulturväven is a building, a new cultural centre that will be completed in November 2014. Kulturväven has several functions. With new architecture of a top international standard, the building puts culture and Umeå in the spotlight in a location that creates a new river frontage and turns the city towards the water. The development of the quarter also supports the development of new meeting places and creates opportunities for new cultural experiences.

LILLESTRØM — CULTURE CENTER

Lillestrøm Kultursenter came into being as a result of voluntary work by the local population and is an important meeting place for both business and private individuals. The venue, with its fantastic facilities, can be used to hold concerts and theatrical performances and to organise large or small meetings, courses and conferences. The centre can handle everything from food and drink to artists, shows and implementation. The cultural centre is an important institution in an area that is intended to be developed into a cultural quarter, an important new district in the centre of the city.

5

CULTURAL & ETHNIC DIVERSITY

Hypothesis
*Cultural, ethnic, and social diversity
can be seen as both strengths and weaknesses in the
development of the Nordic model and the Nordic
urban* **community,** *yet this diversity is very rarely
or adequately addressed.*

The concept of Nordic identity is essentially problematic in a globalised world, where countries, cities, people, goods, and ideas are increasingly interconnected, and where technology makes it very easy for people and ideas to travel. This paves the way for many new types of social relations which are not necessarily bound to concrete physical spaces. In this time of globalisation, Nordic cities are also changing – becoming more complex, and more culturally and ethnically diverse. For societies built strongly on the idea of consensus, this complexity and diversity poses a key challenge. At the same time, cultural diversity provides great potential for increasing cities' attractiveness. When looking at current urban projects in Nordic cities, it is remarkable that this trend of increased cultural diversity is so rarely addressed.

Nordic cities have placed very little attention on the fact that cities are increasingly characterised by cultural and ethnic diversity. This includes both how we can accommodate for the challenges that diversity can bring, as well as on how to actively turn diversity into a strength and a positive for city development and attractiveness.

The current trend is to couple issues of ethnic and cultural diversity with issues of social sustainability. The cities which have addressed ethnic and cultural diversity do this primarily from the perspective that cultural groupings amount to social problems. This can be seen in projects that in one way or another, have aimed to integrate neighbourhoods with severe social issues back into the urban fabric. Examples of these projects can be found in Sweden such as **Linköping (Hyblid parks Skäggetorp), Uppsala (Erikbergsfornyelsen) and Malmö (Rosengaardsstraaket),** as well as the **Masterplan for Gellerup in Aarhus.**

These cities may be experiencing more pressure in relation to neighbourhoods with severe social issues, but they do raise the serious question: how do cities actually see their role in relation to these issues? Does the linking of cultural diversity with social sustainability mean that municipalities do not perceive themselves as responsible for adressing these issues in urban development

projects? Should these problems then be handled by residential associations, or nationally by governments through strategies and regulations for ghetto control and social housing initiatives? The absence of projects based on social housing initiatives in Norway is perhaps due to its national efforts to increase privatisation of the housing market (see SBI report: 2006:04 Experiences from England, Norway and Germany with more privatised forms of social housing).

The heading of social efforts across selected neighbourhoods is frequently cited as 'reputation repair' – and comes from a desire to change the

99 *Many social efforts throughout Scandinavia share a similar focus on participation and democracy as critical parameters – with new forms of democracy and participation viewed as prerequisites to securing social sustainability.*

negative perceptions of these areas, as well as to provide outsiders with opportunities to move in. In this case, the idea of **INCLUSION** relates to the encouragement of movement across neighbourhoods. It is not just a case of

opening up neighbourhoods with severe social issues to the outside community so that residents visit the city more often, but is also about encouraging other residents to live and move into these areas. Hence, there is a need to develop new types of destinations within these disadvantaged neighbourhoods that all citizens can benefit from.

But why is integration into the city important? What are ethnic and cultural groups more specifically supposed to be integrated into? The short answer is **COMMUNITY.** In Scandinavia, the idea of **COMMUNITY** is an underlying building block of society, and in this sense, the city is important. With the establishment of the welfare society and the welfare city, the city and its institutions largely became the physical manifestation of the idea of **COMMUNITY.** It thus follows that by including different ethnic, cultural, and social groups in the city, these groups are also included in the community. The extent as to how much these people feel included is another question entirely, but the projects indicate that the physical presence and visibility of these groups in urban common/public spaces – rather

than just in their own enclaves – brings them one step closer to being a part of the community.

The link between cultural diversity and social sustainability means that **DEMOCRACY** also comes into play. Many social efforts throughout Scandinavia share a similar focus on participation and democracy as critical parameters – with new forms of democracy and participation viewed as prerequisites to securing social sustainability. At least on the intentional level. These ideas are expressed in **Malmö Kommissionen.** The commission for a socially sustainable Malmö is an overarching policy document, with the aim of increasing equality amongst Malmö's citizens – not least in relation to health. Today there is a significant difference in the average life expectancy of different groups (up to 6 years), hence the commission also aims to create a future of equality with a strong focus on children and their living conditions – both in relation to health, housing, and school/education.

Malmö is generally a city where social sustainability (and thus cultural diversity) receives the greatest attention. The types of projects that address social sustainability span from the above mentioned policy document (Kommissionen for et socialt holdbart

Malmö), to various physical and social efforts in selected neighbourhoods (Lindängen, Bokaler, and Yalla Trappen in Rosengården), to physical integration across city neighbourhoods (Rosengårdsstråket).

Cultural diversity is understood quite differently with respect to globalisation and city competition. Since Richard

> 99 *Nordic cities there are very few examples of different ethnic and cultural groups being incorporated as 'resources' in city development.*

Florida and Edward Glaeser's inspiring texts on the innovative and successfully competitive city, cultural diversity has become a significant strength for urban development, as it can contribute to city attractiveness. Although both writers highlight that the creative class/middle class/knowledge worker are attracted to a variety of cultural experiences, in Nordic cities there are very few examples of different ethnic and cultural groups being incorporated as 'resources' in city development.

Fredericia is one of the few cities, which has placed a focus on cultural diversity as its strength. This is expressed through the city's desire to promote the unique story of the city as a freetown for religious communities. As such, a religious playground with miniature houses of worship from all the major religions has been established. One of the streets has also been given new paving inscribed with all the languages that have influenced Fredericia as 'Fredericia for all'.

Another example is **Eskilstuna,** which has introduced a bazaar. Around 25% of the city's inhabitants have immigrant backgrounds, and to embrace this diversity, a multicultural market place has been created. Here people can run their small businesses under the same roof and thereby benefit from each other. The initiative highlights a desire to use the city's cultural diversity as an urban strength and aims to make small businesses more attractive, thus also encouraging entrepreneurship and employment.
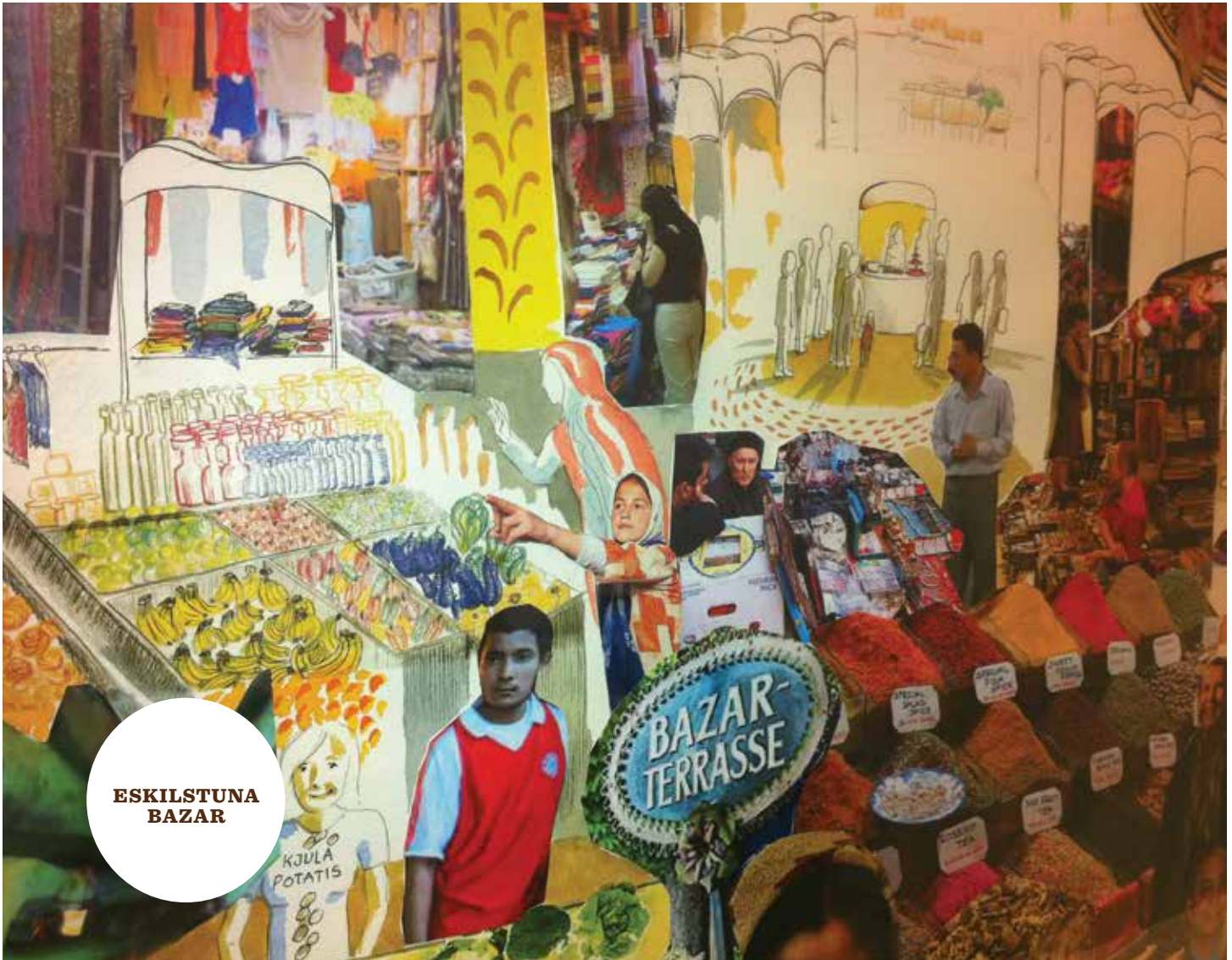
ESKILSTUNA
BAZAR

ESKILSTUNA
— BAZAR

Approximately 25% of Eskilstuna residents have an immigrant background. Bazar is an inclusive multinational meeting place in the form of a market place. Small business owners can conduct their business under the same roof and benefit together from shared resources

and higher attractiveness. The Bazar project is intended to function as a engine for small businesses and is linked to the Bazar Business School initiative.

MALMÖ
— MALMÖ KOMMISIONEN

The Malmo Commission is the first of the Marmot commissions studying the city and its physical role from the point of view of health and equality. One of the commission's proposals

for measures, Amiralstaden, involves using a new rail station as the basis for combining four districts that are currently separated by physical and mental barriers.

31

6

INFRASTRUCTURE AS A DRIVER OF CHANGE

Hypothesis
*Infrastructure projects in Nordic cities are currently aiming to create linkages, rather than merely acting as pure transport projects, thereby contributing to the value of **flexibility** in the Nordic social model.*

City infrastructure has always greatly influenced the operation of the city, and today the situation has not changed. In comparison to previous times, current city infrastructure has a greater degree of complexity, as effective transport of produce and people is no longer enough. Today, infrastructure projects must fulfil a long list of needs, which also means there are very different demands on the quality of city infrastructure. The current situation greatly revolves around creating cohesion, where infrastructure projects contribute to more EQUAL access to urban resources and opportunities. Such a concept is vital in a time where individual cities are more frequently connected in regional networks.

Nordic cities generally have a great focus on infrastructure projects and these differ greatly from project to project. Many are large scale projects and aim to link cities together to strengthen regional networks, thereby strengthening cities with respect to inter-city competition. Examples of this are: **Gardermobanen in Lillestrøm, City tunneln in Malmö, and Vasaregionens Logistikområde**. Other examples are cities along the path of future high speed train routes between Göteborg and Stockholm. In these large scale projects, cities give a lot of attention to the challenge of how to attract future citizens and new businesses. This is due to the ease of movement now available between cities. In other words, infrastructure projects are about creating growth – more people, more jobs.

Another type of infrastructure project is the traffic hub and station, and in the last few years old concepts have been re-thought. The change in focus from efficient traffic flows to a new focus on meeting points means that a completely new set of demands are placed on stations. This has also led to a focus on how stations intersect and meet with the city in an inviting way – in the form of attractive public spaces for example, where people can stay, and where different activities can unfold. Station buildings are often developed in such a way that they offer additional functions than those traditionally related to traffic. This means visitors can easily complete several errands in one place. The station thus becomes a hub – not just for traffic,

but for people and activity. As a result, the user group of the infrastructure project widens – from passengers to many other city inhabitants. Some good examples of stations planned as meeting places are **Odense Banegård** and the new **traffic hub in Uppsala**.

Odense Banegård has distinguished itself by building a small shopping centre within the existing station, which also houses a cinema and library. As a result, the station has become a natural meeting point for many people – in addition to functioning as a hub for daily commuters. Most city buses and coaches meet here, which has lead to the development of a large underground parking place for bicycles to make it easier to use public transport in conjunction with cycling. The traffic hub in Uppsala was inaugurated in 2011 and the station entrance has been refurbished with a large new landscaped urban space. In 2007, a new concert hall and congressional house were also inaugurated nearby. The central idea has been to create a new central area for the city which functions both as a traffic hub and meeting point. The station also contributes by linking different parts of the city together – city areas that were previously disconnected by several barriers. In addition to improving city cohesion, the traffic hubs provide access to resources for a larger percentage of the regional population.

Another type of infrastructure project is the street transformation and renewal project. Similar trends are evident in these projects – the focus has moved from traffic organisation to how the

street can contribute to city life and the attractive urban environment. As a result, many street projects are now conceived of as urban space projects – as public spaces and as attractive places to move through and/or stay. Streets must provide much more than just unhindered movement from A to B – they must provide other functions, such as inviting retail environments. The design and high traffic volumes of many streets have created significant barriers in cities, and today there is a great desire to remove these barriers. There is also a focus on softer modes of transport such as pedestrians and cyclists. By making cities more attractive and accessible places in which to cycle and walk, the barrier effect is reduced, and the streets can thus be used for other purposes. Examples of such street projects are:

Odense, Thomas B. Thrigesgade: the redevelopment of Thomas B. Thrigesgade aims to help restore connections in the city. The large street has divided the city into two areas for decades, hence the street redevelopment project will influence the development of a completely new neighbourhood, and thus aim to provide for the diverse needs of contemporary citizens.

Norrköping, Skvallertorget: is a traffic solution where several roads meet, and has a motto that all must share the square, whether on foot, bicycle, car, bus or other forms of transport. This state of negotiation has created a different type of urban space, which additionally functions as a meeting place with elements such as alfresco dining. Skvallertorget is also

located at a strategically important place in the city – at the intersection between the university and the industrial area.

Rosengårdsstråket, Malmö: the goal behind upgrading connections between the city centre and Rosengården was to link the neighbourhoods together whilst also creating significant sub projects along the route. The project thus

addresses social, environmental, and economic objectives.

The aforementioned focus on pedestrians and cyclists is also reflected in the current rising interest in developing cycle-friendly cities. There are numerous reasons behind bicycle promotion including: the desire for more environmentally friendly cities with less

pollution, more sustainable transport patterns, as well as the desire for more softer, slower modes of transport due to their ability to transform urban environments into more attractive places. Although the transport share of bicycles is still small, particularly in Norway and Sweden, many cities are making concentrated efforts to change this, and in recent years have developed cycle

strategies, implemented new cycle paths and so on. In addition to the desire to promote biking in the interests of large global challenges such as pollution, resource scarcity and health, the rising focus on cycling also reflects changing views towards transport. It is no longer sufficient to simply provide equal transport opportunities for all (as in welfare city, version 1.0) – today the aim is to create different mobility options for the individual citizen. Regardless of age, the individual must have the freedom to choose, and the freedom to move wherever and whenever they like.

This idea can be expressed in the following manner: The more mobility, and the more types of mobility available, the greater the welfare of the individual. Aspects of **EQUALITY** are also more visible with the decoupling of the previous

hierarchical belief that the best transport choice was to drive alone in a car, and the worst option was to walk or cycle. This is expressed via marketing campaigns which emphasise that everyone cycles in Denmark – high and low, rich and poor. Images of Danish politicians and the Danish royal family cycling around the city are often viewed around the world.

The value of marketing campaigns is also reflected in Odense's selection of cycling as its contribution to EXPO 2010 in Shanghai (Odense was previously Denmark's number 1 cycling city). At the Expo, Cycling was not only presented as a useful and inexpensive means of travel, but also as a symbol of the good city life: where one can move silently through the city and up close to urban green spaces and recreational areas.
In summary, the altered perceptions

of transport and infrastructure have meant that infrastructural nodes in the city are becoming new central places for **DEMOCARCY** to unfold. This occurs because mobility itself is the foundation of our **FLEXIBLE** and adaptable cities (adaptable in the sense that they can quickly adjust to new competitive situations at regional and global scales). As a result, the nodes where people get on and off the system, and where they change modes of transport (which is key to high mobility and flexibility) are of vital importance. It could be argued that these places will become more democratic spaces than the parks and promenades of the industrial city.

CASES

UPPSALA — TRAVEL HUB

A transport hub and meeting place with a new city quarter in the city centre. Contributes to the expansion of the centre eastwards and interconnection across several barriers, including the railway. Fully implemented by approximately 2015. The concert and conference centre that was opened in 2007 is a landmark building and a meeting place that interacts with its local environment of public spaces and has contributed to this expansion of the city centre.
The pace of transformation on the eastern side has increased noticeably, as has the arrival of businesses.

ODENSE — THOMAS B. THRIGESGADE

Under the motto 'From street to city', the transformation of Ths. B. Thriges Gade is the biggest transformation project in the centre for many years, and it is a project that consists of several very interesting layers. Firstly, it links the entire inner city physically together after nearly 50 years of separation by a very large traffic artery that was built in the 1960s. This will make a decisive change to mobility flows and the city's traffic patterns in the future. Secondly, it is an interesting partnership between a municipality, a large fund and a number of private investors. Therefore, not only the financing but also the entire implementation reflect a partnership model and method of cooperation that will probably develop in the future, with the city as catalyst constantly needing to make new alliances and partnerships with both large and small operators to generate development and change. Thirdly, the project has a psychological and mental dimension because it expresses a special way of thinking about a city as a place where functions, people and aesthetic expression are combined and mixed. It is the dynamics and aesthetics of density that are to be combined in this project and will end up as a brand new district in the centre of Odense.

www.fragadetilby.dk

7

THE CONCEPT OF ’THE CITIZEN’

Hypothesis

*There has been a recent change in
our perception of 'citizens' as the focus has shifted
from rights to duties. Although various experiments
with different methods of community participation
have been undertaken, the question remains
as to whether – and how – this helps to develop new
types of* **communities?**

The overall development of the welfare state over the last 20 years has been influenced by neoliberalism and has thereby changed the perception of citizens as passive recipients with a focus on rights – to citizens with duties and the expectation to contribute to varying degrees. These influences and attitudinal changes have also affected cities with community participation now high on the planning agenda. Citizens occupy centre stage in a completely different way to the past, and this rising trend has become more visible in recent years as the financial crisis and falling budgets have caused many municipalities to develop new welfare solutions. The concrete extents of this revised concept of the citizen in city and community development is far from clear. The trend also places new demands on urban planners, who for many years, were considered experts in anticipating and planning for city development.

When assessing recent Nordic urban projects, we can see that many projects are about engaging with citizens in new ways. This can therefore be understood as a change to the way citizens are perceived by central authorities. Concepts such as rights have been replaced with concepts of 'participation', 'collaboration' and so on. There is however, one exemption - **Umeå**, which is the only city to have developed a **Gender Equality Policy**. On the one hand, this could be viewed as a continuation of the original welfare focus on rights, yet it similarly represents a radically innovative approach to an urban context, where **EQUALITY** is not the dominant value on many levels (see Hypothesis 1). Most of the aforementioned welfare institutions have made crucial contributions to the growing equality between genders in Nordic society, but are there new issues of equality that need to be addressed, such as our cities **INCLUDING** all their available resources? Most likely – and Umeå puts focus on this with its policy initiative.

The majority of citizen initiatives in Nordic cities focus on how citizens can (be expected to) play new roles. This has occurred from a point of necessity, among other things, as municipalities no longer have the resources to provide the same service as before, and hence there is a need to think differently. This trend is particularly visible in the two Danish cities of **Fredericia** and **Odense** (see Hypothesis 4). Here, citizens were asked to take part in finding future solutions, thereby achieving a certain degree of autonomy in relation to the municipality. In Fredericia, the **Fredericia former Fremtiden** initiative has allowed the city's elderly inhabitants to remain in their own homes, whilst in Odense some so-called **Velfærdseksperimenter** (Welfare experiments) have been created. A Welfare Exploratorium is a local area where good ideas and engagement contribute to the rethinking of welfare. Collaboration and networking between volunteer organisations, traders, and municipal workplaces are also encouraged with the aim of finding the right solutions and conditions for the people that live in that specific neighbourhood.

In terms of the physical planning of cities, there is still a great deal of obscurity – what is the role of the citizen, and how can they be invited to take on these new roles? Many cities have focused on developing various methods of dialogue with citizens – and although this is vital work, the roles and effects are not clear. New methods of dialogue are mainly intended to engage citizens in new ways, and thus act as a means for gathering new ideas. Examples of this include **'Spaden' in Eskilstuna and 'Medborgerdialog med 3dkort' in Norrköping**, **'Hej Stadsdel i Malmö'**, and last but not least **Innocarnival 2014 in Lund.**

The challenge of planning is that it covers everything from conceptual vision documents to concrete building projects, where citizens are invited to comment on proposals. The altered attitude towards citizens is also expressed in new planning concepts such as temporary urban development, which allow activities and functions to diverge from local planning decisions and other existing regulations. Such temporary initiatives are often more user-driven, and provide an outlet for local resources to be brought under the spotlight. Citizens therefore take on other roles and responsibilities. **'Karolinelund' in Aalborg, 'Delta x' in Norrköping, and 'Fredericia C'** with the project **'Grow your city' in Fredericia** are all examples of this concept. One example of an innovative citizen initiative with a focus on temporary urban development is **DemokraCity in Aarhus,** which is a series of local studios where citizens, municipal employees, and architecture students get together to develop ideas for a specific urban neighbourhood by testing different prototypes.

We are therefore seeing the rise of citizen initiatives through these temporary urban developments. The initiatives originate from a desire to strengthen and develop different types of urban communities (among other things), and examples include **Ungdommens Hus in Fredericia** and **'Urbane fællesskaber' in Odense.** The latter project is a generic term for a series of initiatives instigated

by citizens, such as a volunteer homework cafe and a network for dementia caregivers.

In most cities, discussions are centred on broad-based citizen dialogue – where one seeks to reach out (either to an entire city's population, or to the residents of a specific neighbourhood). In **Trondheim** there is a strategic focus on students, which fits with the idea of the university and its students as the key drivers of city growth. A formal collaboration with student representatives from the university has been established here, and now acts as a permanent consultation process for a series of urban development issues – which cover much more than just university and campus issues. In **Odense**, work is also being done to make citizen participation a more formal and integral part of the planning process through the formation of an actual policy on citizen participation.

The increased attention on citizens as a crucial resource of urban development is also conceived of in other ways – via focused and strategic support for the resources of individual cities – either in the form of associations, special talents, cultural environments, etc. Examples of this are **Odense: Revitalisering af HC Andersen, Vækstlag for ung musik,** and **Stapelbäddsparken, Malmö.**

If we take an overall look at the citizen initiatives implemented or initiated in Nordic cities, we see a growing focus on active, co-creative citizens with the potential to create new communities in cities, thereby affecting the development of society. Many communities are more locally based (and thereby fragmented) than the community system of welfare city, version 1.0. Today communities are driven by specific interests (see Hypothesis 3) and increasingly revolve around common solutions, rather than common identities and visions. They hold

the potential to solve some of the future tasks ahead.

At the same time there is a challenge in developing communities that are not only locally defined and bounded by narrow interests but communities that extend across different parts of the city as well as across regions – that is bigger and socially defining communities. How do we build engaging urban development processes, which are not limited to lifestyle and taste?

AARHUS
— DEMOCRACITY AARHUS

Our cities should not be static backdrops for formal procedures. They should be dynamic frameworks for interaction and meetings between people. DemokraCity is a new studio run by Aarhus School of Architecture, which is in a partnership with the City of Aarhus on new forms of democracy and urban development. The studio places architecture and the role of the architect in a holistically oriented, interdisciplinary and democratic context. In the studio, we focus on how central operators (citizens, municipal employees and architecture students) can together develop a specific urban quarter using temporary architecture and how they can develop and test specific 1:1 prototypes to create knowledge and tools for rethinking and developing our cities. The work is done with concepts such as social capital, empowerment and sustainability. The partnership has provisionally been agreed for 2 years and Aarhus City Council unanimously supports the partnership project.

www.aarhus.dk/da/aarhus/FremtidensAarhus1/DemokraCity-Aarhus.aspx

FREDERICIA
— GROW YOUR CITY

The former industrial area by the port was not a child-friendly place to be. This is no longer the case in FredericiaC, and Grow Your City offers vegetable patches for everyone who wants to be involved. Here in FredericiaC, there is lots of space, fresh air and opportunities to get dirt under your fingernails and experience the pleasure of planting and harvesting healthy, tasty food.Nyforsgatan, Kyrkogatan och Smörtorget har också omvandlats. Pusselbit för pusselbit växer ett mer attraktivt Eskilstuna fram.

LUND
INNOCARNIVAL 2014

InnoCarnival Lund will be held for the first time in 2014. This is an event for children and young people about sustainable urban development with the focus on people. InnoCarnival Lund sees children, young people and adults as a resource in the work on sustainable urban development and innovation.

8

NATURE IN THE CITY

Hypothesis
Nature in Nordic cities is currently the subject of many different – and often conflicting – interests. It is not just about preservation of nature, but also access to nature.

Today, city borders are fluid with many cities almost merging together, and this influences the relationship between city and country, as well as city and nature. Scandinavia is often highlighted for its focus and respect for nature, but in relation to urban development, there has been a change in the Nordic view of nature: nature should no longer just be preserved; it should be used for different purposes. Nature is no longer seen as a separate entity from the city – it is (or should be) an integrated part of the city and something the city has to offer. At the very least, this is due to the altered perception of cities as arenas for recreational activities.

Since the inception of the welfare city, version 1.0, cities have increasingly served as a framework for work, production, and housing. However Nordic cities have slowly become places where more and more people want to spend time doing leisure activities. Cities are used for activities from relaxing, to going on walks, to running, to other forms of sport. With this development, it has become normal to include natural areas in the city, and to make them accessible and useful for such activities.

Not all cities have a large pool of natural resources to draw from. Hence we are witnessing an increased focus on different types of nature – both the green and blue elements of nature. During the Industrial Revolution, proximity to harbours (and thus water) promoted the development of particular types of industry and trade – but water was not an element to be enjoyed. This has now changed. Today a stream, river, ocean, lake or other water body has great recreational potential to strengthen a city's attractiveness - if made accessible. It is worth noting that almost all NCN member cities have important urban projects that aim to make blue (and green) areas accessible for recreational activity . Whilst some primarily aim to create access by establishing new path systems (e.g. **Tromsømarka in Tromsø** and **stiplan in** Sønderborg), many other projects aim to add qualities and facilities to existing green and blue areas, to strengthen their integration with the city and its recreational options. Nature is also being included in many urban projects in the form of more artificial elements – as an example, many urban spaces are now created with different water elements such as **'Vand som kilde' in Fredericia** and '**Fristadstorget' in Eskilstuna.** The proof that both the green and blue elements of nature are in high demand can be found in areas currently being renovated/developed, as these areas are often located in close proximity to nature. There are already countless examples of luxury homes springing up along city waterfronts, and in many cases there is strong competition for these areas. Which functions should be located close to such natural splendours? Who should be able to enjoy and have access to these areas? We are increasingly seeing cities working towards making these areas accessible for as many people as possible, hence more and more public functions such as

> *Access to nature has become a welfare benefit, and thereby an arena for questions of democracy.*

cultural centres, are being located there (e.g. the concert house in **Stavanger**). Access to nature has become a welfare benefit, and thereby an arena for questions of **DEMOCRACY.** In **Odense** the city is aware that many people are interested in these areas, and hence has developed a green/blue recreation plan which presents as an overall approach to addressing environmental and landscape values in large transformation projects (e.g. Light rail and campus development projects). In addition to nature's recreational value, we can also see that respect for nature is an expression of current needs. With the onset of climate change, many cities are required to undertake initiatives that protect against, or limit potential natural catastrophes, such as floods. This is a central question for the Nordic city program 'Fremtidens byer' ('Future Cities'), which Kristiansand, Stavanger, Trondheim and Tromsø are a part of. **Kristiansand** has taken the initiative of a pilot project on **'Fremtidens bydel',** which covers environmentally-friendly transport, climate adaption measures, CO_2 neutral energy production, and good systems for waste management. Meanwhile, **Sønderborg** has used the need for climate adaption initiatives to strengthen existing green areas so they can be used for recreational purposes. The project **'De fem haver' ('The five gardens')** is comprised of a green area within a residential area plagued by torrential rains. Rainwater is now stored and slowed, and instead of allowing rainwater to collect in the stormwater system, it is used as a resource, and creates a recreational area in Digterkvarteret's common backyard, Digterhaven. Five rainwater basins, each with their own characteristic plantings, have been created with five mounds for various social and recreational events. Looking forward one can ask: What does the change from passive to active consumer mean for natural diversity – and thus the Nordic value of **RESPECT FOR NATURE?** And how can cities cleverly and innovatively manage the many different interests in nature in the future?

CASES

KRISTIANSAND — FREMTIDENS BYDEL / A PILOT PROJECT

Framtidens bydel is designed to be a pilot project for area development in which all the areas of initiative in Framtidens byer are included. This means green transport, climate change adaptation, CO2-neutral energy supply and good systems for waste management with a high level of recycling. Other focus areas include diversity, welfare technology, crime prevention and innovation.

SØNDERBORG — DE FEM HAVER

Climate change adaptation is not just a matter of establishing large delay basins in new areas. This needs to be done in existing urban and residential areas as well. The 'De fem haver' project provides an answer to how climate change adaptation can simultaneously solve a practical problem with rainwater and give the city an area that both creates identity and is a recreation area. As a result of the project, an existing green area without any significant recreational value has been given a purpose and adds value for the local homes.

Inevitably the Nordic region is influenced by global tendencies, but the Nordic countries also have a strong tradition for developing innovative responses to global changes.
The Nordic cities could possibly contribute to the innovation and reform of the Nordic societies.

What if ...

— *more funds were allocated to maintenance/ operation/programming/ facilitating rather than construction? Would that contribute to more trust, engagement and inclusion?*

— *the regions could become important players not only directly in the global competion, but also to redefine the idea of the Nordic in a way not only related to the weakening of the national state system*

— *planning of new campus areas did not start with buildings, but the people and institutions wanting to share ideas and knowledge?*

— *new tools for mapping human and urban ressources in the cities were developed as a means of using the cultural diversity as a positive driver for the development of the Nordic cities?*

— *the Nordic consensus model could be reformed in a way that allows for differences and make room for conflicts to be adressed?*

Read more!
www.nordiccitynetwork.com