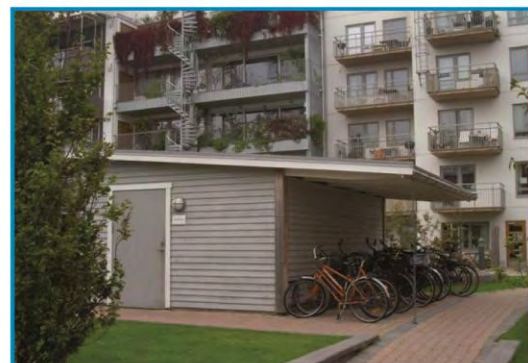


WHAT LONDON CAN LEARN FROM SCANDINAVIA

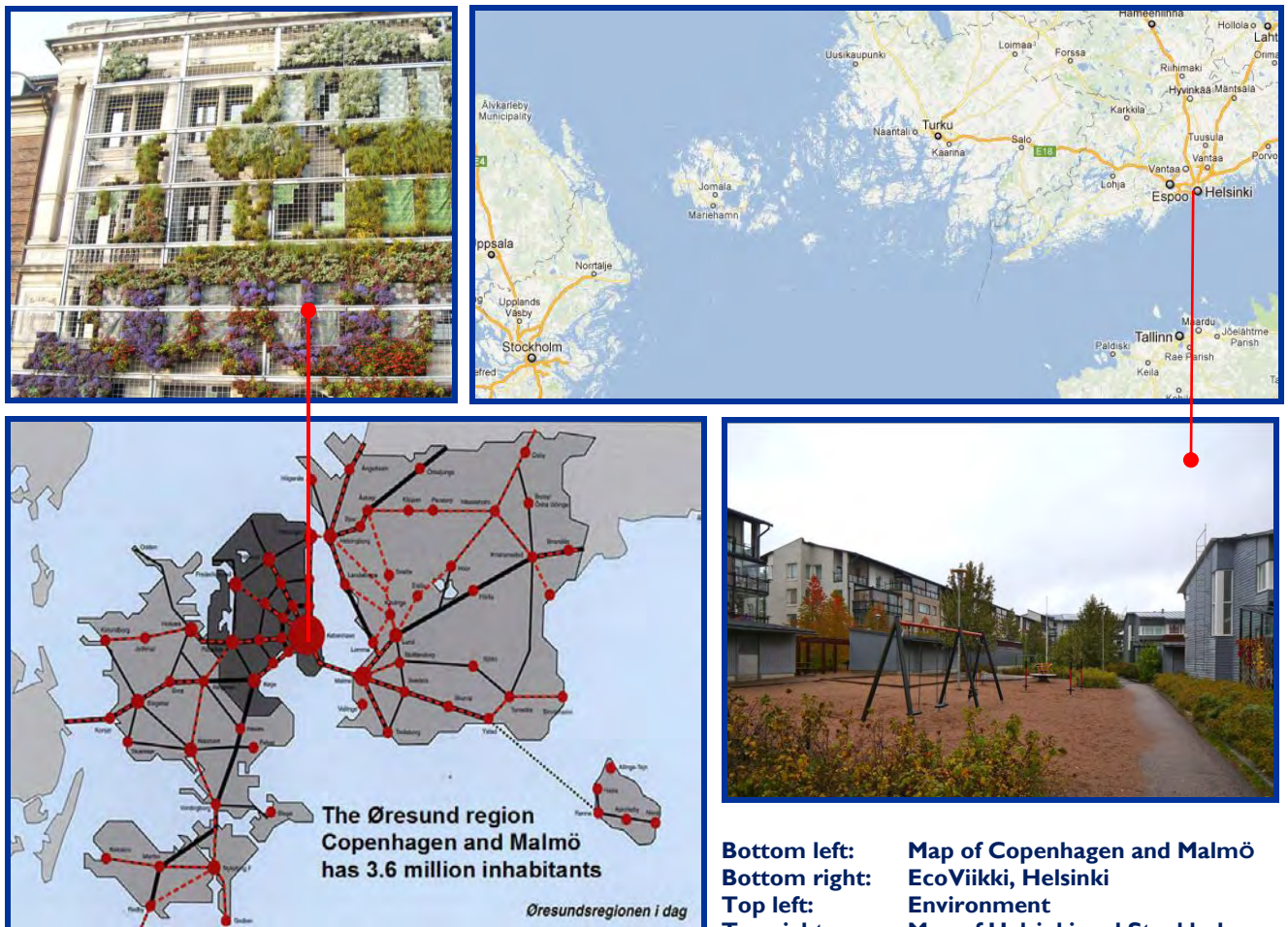
TEN Symposium



February 2012

CONTENTS

Introduction	2
1. Planning strategically in Helsinki, Finland.....	2
2. Building sustainable communities in Malmö, Sweden.....	4
3. Turning main roads into lively streets in Copenhagen, Denmark	8
4. Conclusions	11
Appendix A – List of Participants	13
Appendix B – List of Figures	14



TEN Group

TEN is a small group of senior local government officers in London who have met regularly over eight years to share ideas and exchange knowledge on how to achieve urban renaissance. Using the principle of *looking and learning* they visit pioneering projects to draw out lessons that can be applied in their own authorities. In the process the members develop their skills as place-makers, and are able to build up the capacity of their authorities to tackle major projects.

Photographs Douglas Gordon at Helsinki City Council, Mark Lucas at LB of Redbridge, John East at LB Newham and URBED and slides from Klaus Grimar, Transport Project Manager, City of Copenhagen

Front cover images:

Top left: Cycling in Copenhagen

Top right: SUDS, Bo01, Malmö

Bottom left: Opening up the waterfront, Malmö

Bottom right: Recycling waste, Bo01, Malmö

Copyright URBED/TEN Group 2012

URBED (Urban and Economic Development) Ltd
The Building Centre
26 Store Street
London WC1E 7BT

Tel. 07714 979 956
www.urbed.co.uk

February 2012

Introduction

The first TEN Group symposium on November 28th 2011 at The Building Centre, Store Street, set out to draw lessons from recent developments in major cities in Denmark, Finland and Sweden for future growth in London. In the past few decades, these cities have been setting the pace not just in conserving energy, and raising living standards, but also in creating harmonious and fairer communities.

This report draws on two study tours of 2010 and 2011¹, as well as presentations given by leading planners and workshop discussions facilitated by TEN Group members. We would like to thank Scandinavian guest speakers, Douglas Gordon, Architect and Spatial Planner, City Planning, City of Helsinki, Klaus Grimar, Transport Project Manager, City of Copenhagen, and Tor Fossum, City Planning Departments Strategy Unit, Bo01 Project, for their informative presentations. We would also like to thank Pat Hayes, Executive Director for Housing and Regeneration in Ealing, who kicked off the discussions, and Matt Bell, Group Head of External Affairs at The Berkeley Group who made a response and sponsored the event. The report by Nicholas Falk is organised around three main themes: strategic planning, sustainable development, and street improvements.

1. Planning strategically in Helsinki, Finland

Douglas Gordon is a British architect and planner in charge of Helsinki's international work, and he had previously worked for Camden Council. His presentation brought out some important messages on believing in planning. Helsinki is one of the fastest growing cities in Europe, thanks to its strong economy, and first class facilities. The City is accommodating growth by building planned extensions at nodal points on transport corridors. Almost three quarters of trips to work are by public transport, and the system is being extended.

Boroughs are required to agree the strategic plan and transport planning even

¹To view full reports; *Learning from Copenhagen and Malmö* and *Learning from Helsinki and Stockholm* see www.urbed.co.uk

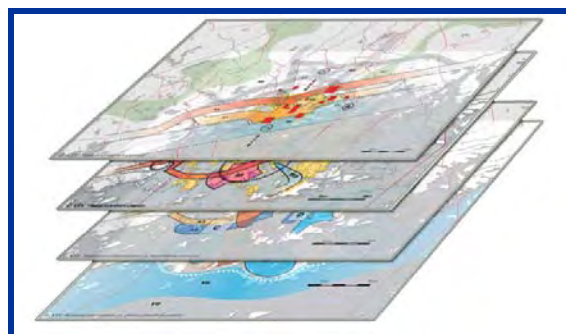


Figure 1: Helsinki City-region - Spatial Development Strategy



Figure 2: Believe in Planning

takes in neighbouring countries across the Baltic. Investment in high quality infrastructure, such as heat networks, has resulted from the City Council owning most of the land for development. It also owns the utility and transport undertakings, which all yield a profit to the City.

New developments provide for a mix of jobs and housing. They include the reuse of the famous Arabia pottery works, and the development of Eco-Vikki, which has tested different options for sustainable development. Despite some of the highest house prices in Europe, a social mix is being achieved through cooperatives where tenants have a minority stake.

Lessons for London include:

- London needs a clearer vision (like some of the Helsinki plans) that can be sustained over time
- Transport and accessibility is what makes the economic engine work and agencies need to agree a strategic investment plan
- A more ambitious approach should be taken to land assembly
- Maximum advantage should be taken of land in public ownership to set higher standards e.g. Royal Docks
- Development should be focussed on transport corridors that are being improved e.g. Crossrail
- Working nearer to home should be encouraged
- We should learn from what leads to success, and replicate it e.g. Green Grid versus Thames Gateway

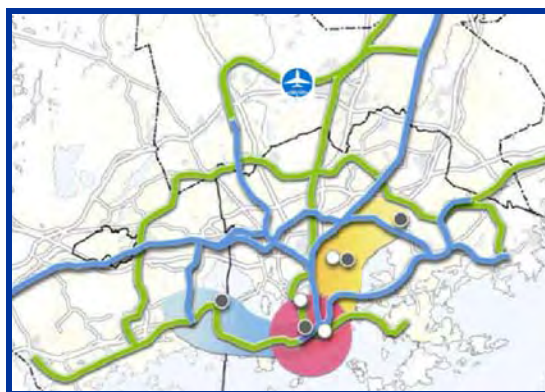
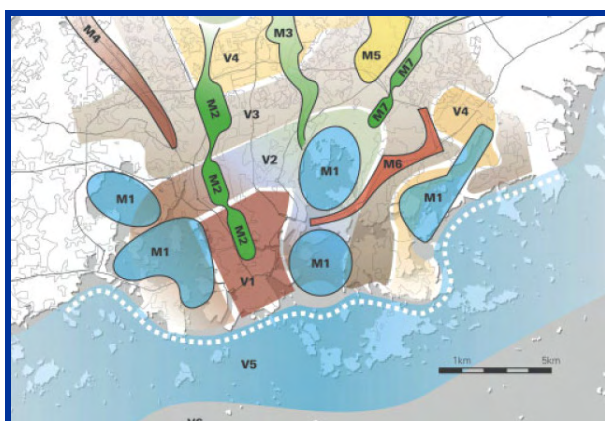


Figure 3: Connectivity - Metro and Rail. The future public transport network for Helsinki



2. Building sustainable communities in Malmö, Sweden

Tor Fossum is an architect and planner who has been working on the latest phases of Bo01, a demonstration project for Malmö's bid to become Europe's leading 'eco city'. His presentation showed how one of Sweden's largest industrial cities is turning into a 'city of knowledge', using housing as a major driver.



Figure 6: Aerial view of Bo01, Malmö

Like London, Malmö is very cosmopolitan and 30% of residents were born abroad. As in London's Docklands, the city lost 30,000 jobs in the 1980s when the shipyards closed. The crisis led to strong political leadership.

The old Western Harbour has been promoted as 'the City of Tomorrow', with a Housing Expo in 2001, which created the exemplary Bo01 neighbourhood as well as an iconic tower by Calatrava. Leadership now extends to the Øresund Region, in which Malmö and Lund work with Copenhagen 35 minutes away, joined by a five mile long rail/road bridge. The key has been lots of innovative small projects – 20 developers and over 30 architectural firms in Bo01, for example, which have changed the city's image as a place to live and work.

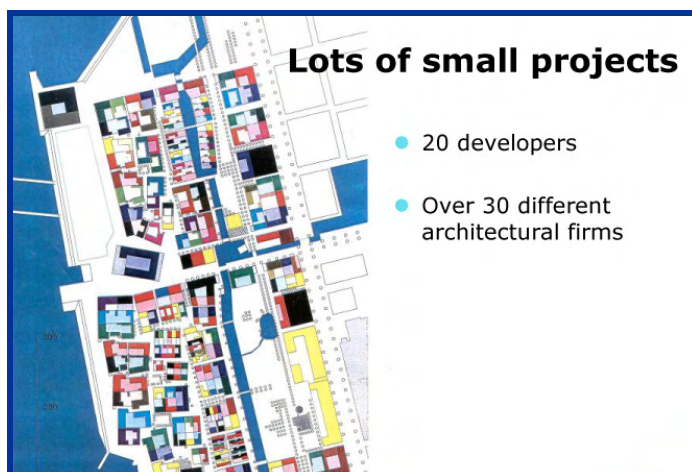


Figure 7: Implementation



Figure 8: Eco neighbourhood in Bo01, Malmö

All the energy comes from local renewables with a focus on biodiversity. By 2030 the whole municipality will run on 100% renewable energy. A process of 'creative dialogue' with developers is being used to secure best value from sustainable development. Fullriggaren, Malmö now has the largest collection of low energy homes in Sweden.

There have also been economic benefits, and more people employed on site than when the ship yard was working. There are 260 different companies and a technological university.

Unpopular housing estates, such as Augustenborg, have been transformed by upgrading the courtyards and holding rainwater on site, installing recycling sheds and façade improvements, as well as improving accessibility. This has not only been less costly than redevelopment, but is also better from an environmental and social perspective. For example turnover has been reduced, and economic activity increased.

Lessons for London include:

- London needs to plan at a sub-regional level (which extends outside the M25), and to rationalise the regulatory agencies
- Estate renewal should mix land uses, and be more flexible, for example speeding up the process through forms of self-build
- Refurbishment and retrofitting can be a better value way of providing quality if it is approached imaginatively
- Polarisation must be tackled, for example by investing in the people as well as the buildings, and creating more balanced communities where people want to spend time
- Investment up front in the public realm adds value and cut maintenance costs, but requires neighbourhood management
- It also requires stronger planning departments (currently a third of the Swedish size)
- Land should be acquired at the bottom of the market (or go for joint ventures with developers to reduce risks)
- The Royals would be a good place to try out decentralised energy solutions e.g. waste to energy
- Get on and do it!



Figure 9: Sustainable Urban Drainage, Augustenborg, Malmö



Figure 10: Communal spaces, Augustenborg, Malmö



Figure 11: Green roof, Augustenborg, Malmö

Copenhagen – premier environmental city



Figure 12 – Ørestad Master Planning

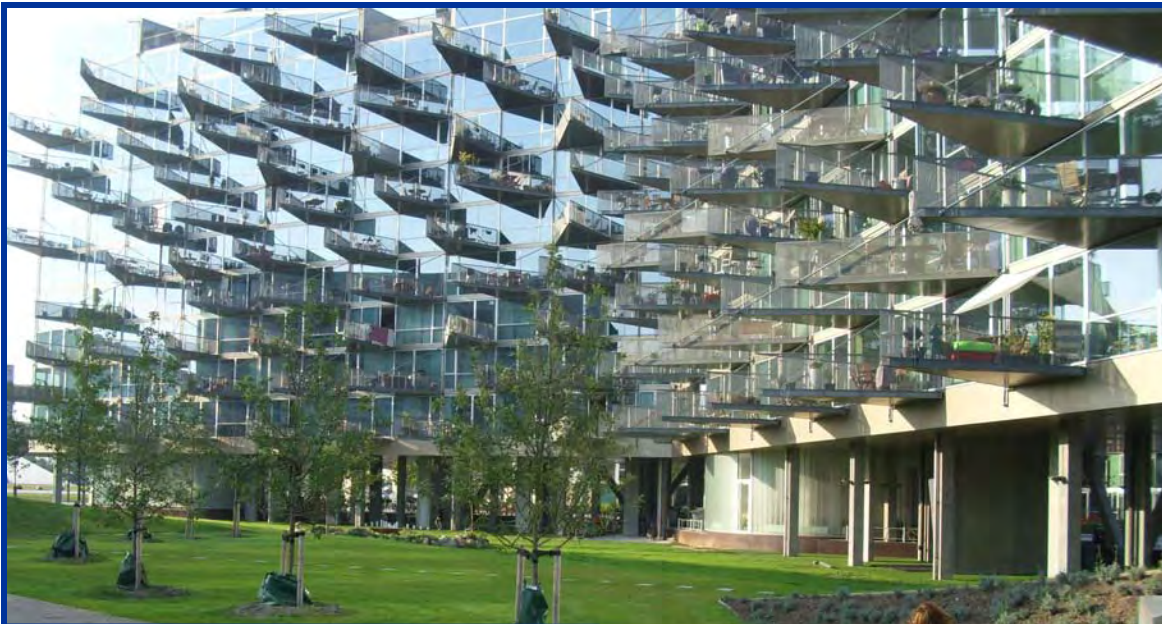


Figure 13 – Apartments and urban space at Ørestad



Figure 14: A cycling culture



Figure 15: European Environment Agency offices

Environmental initiatives Hammarby, Sjöstad, Stockholm

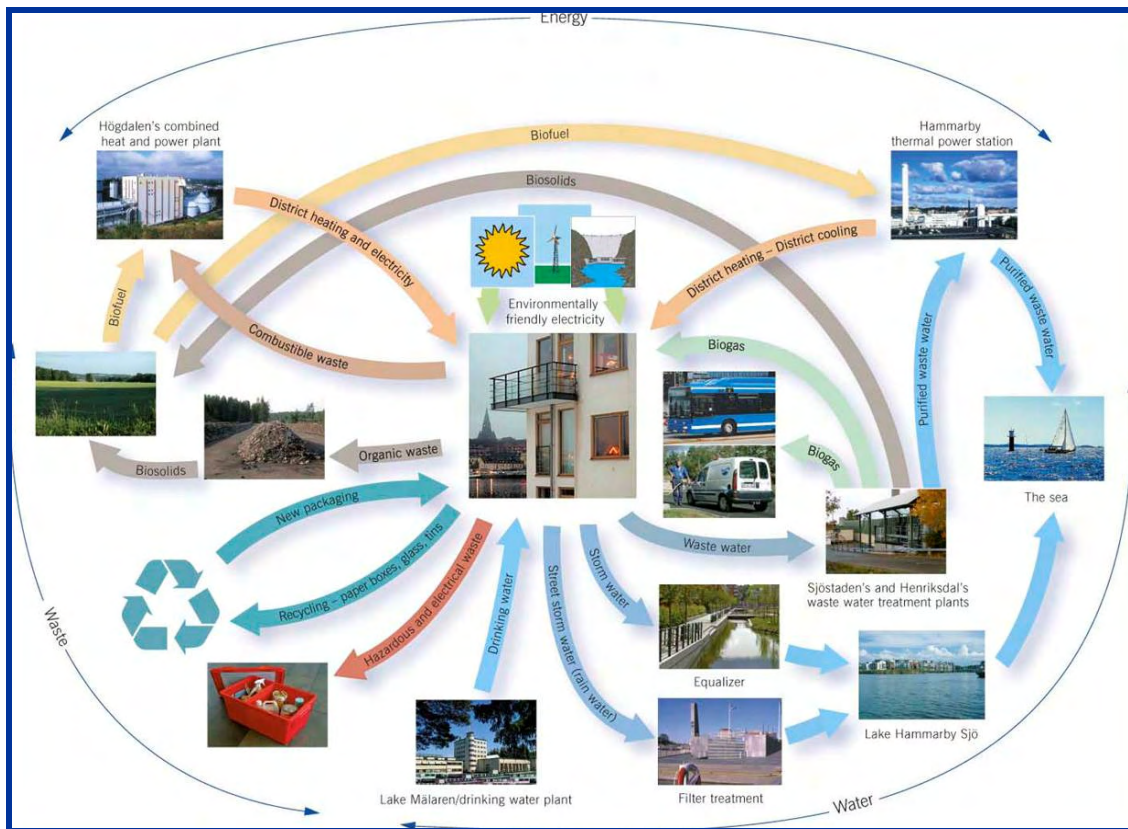


Figure 16: Hammarby Water Cycle, Stockholm



Figure 17: Envac recycling system, Hammarby, Stockholm



Figure 18: Power Station, Hammarby, Stockholm



Figure 19 Left: All apartments connected to district heating system, Hammarby, Stockholm

3. Turning main roads into lively streets in Copenhagen, Denmark

Klaus Grimar is transport project manager for the City Council responsible for the Nørrebrogade project. His presentation showed how Copenhagen is broadening its vision of being Europe's premier environmental city. It is going from a car free centre, where 37% of trips to work are already by bike, to one where pavements on radial roads are being widened, and space given over to buses and cyclists. The city has financed its metro system out of the increase in land values from a new town at Ørestad, by Copenhagen Airport.

In 2007 the main roads were choked with cars driving into the city centre, and targets were set of cutting car use on Nørrebrogade by 40% and improving urban life. The process involved research and a master plan, followed by a pilot project, dialogue with users and businesses, a second trial project, with the permanent project just completed.

Significantly, while two thirds of citizens supported the trials becoming permanent, two thirds of the businesses were opposed. So the Mayor over-ruled the businesses, and in the end was proved right. The buses now run much faster down a central reservation, and there are fewer conflicts between pedestrians and bikes. Businesses consequently have a much better environment in which to operate. Congestion charging is being introduced to a 35 sq km area, with similar improvements to other main roads. Instead of a rigid Green Belt, the famous 'Finger Plan', with its green wedges, is being extended outwards.



Figure 20: Features of Nørrebrogade prior to improvements:

- 3,500 – 12, 500 pedestrians a day
- Narrow sidewalks
- Displays crowding the sidewalks
- Few opportunities to rest

Lessons for London include:

- Do pilots to test out big ideas, and don't wait for the perfect plan
- 'Spoil the cyclist' and use them as catalysts for urban change
- Consider reallocating road space
- Think bigger, but go for small projects
- Give planning a chance!
- Invest in multi disciplinary project teams
- Focus on area where change is coming e.g. Cross rail corridor



Nørrebrogade planning and development 2008-2011

HOW CAN WE FULFILL THE VISION?
Main principle for the masterplan




1
0

London 28th november 2011

SAMMEN OM BYEN
KØBENHAVNS KOMMUNE
Trafik og Transport

Nørrebrogade 2011



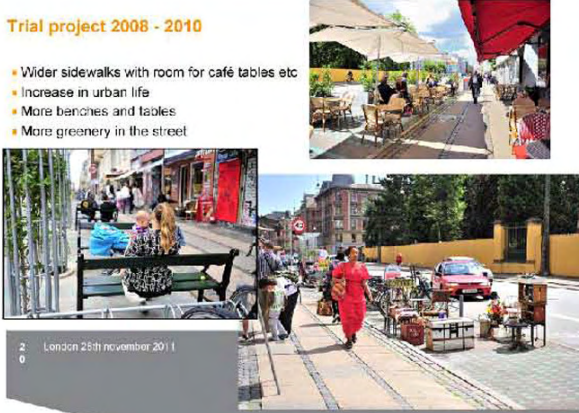
2
8

London 28th november 2011

SAMMEN OM BYEN
KØBENHAVNS KOMMUNE
Trafik og Transport

Trial project 2008 - 2010

- Wider sidewalks with room for café tables etc
- Increase in urban life
- More benches and tables
- More greenery in the street



2
0

London 28th november 2011

SAMMEN OM BYEN
KØBENHAVNS KOMMUNE
Trafik og Transport

Trial project 2008 - 2010

- widened cycle tracks



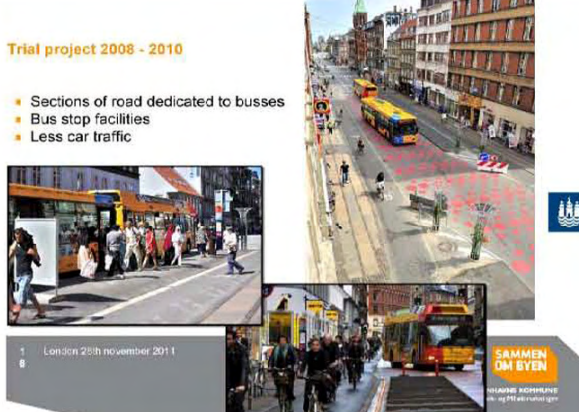
1
9

London 28th november 2011

SAMMEN OM BYEN
KØBENHAVNS KOMMUNE
Trafik og Transport

Trial project 2008 - 2010

- Sections of road dedicated to busses
- Bus stop facilities
- Less car traffic




1
8

London 28th november 2011

SAMMEN OM BYEN
KØBENHAVNS KOMMUNE
Trafik og Transport

Trial project 2008 - 2010

- Improving street lighting
- Reduce speed limit to 40 km/h



2
1

London 28th november 2011

SAMMEN OM BYEN
KØBENHAVNS KOMMUNE
Trafik og Transport

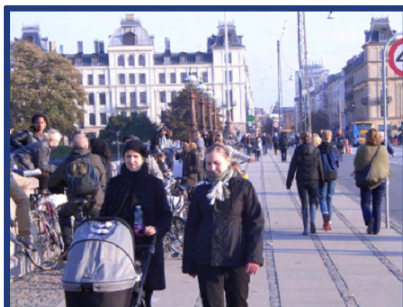


Figure 21: Nørrebrogade planning and development

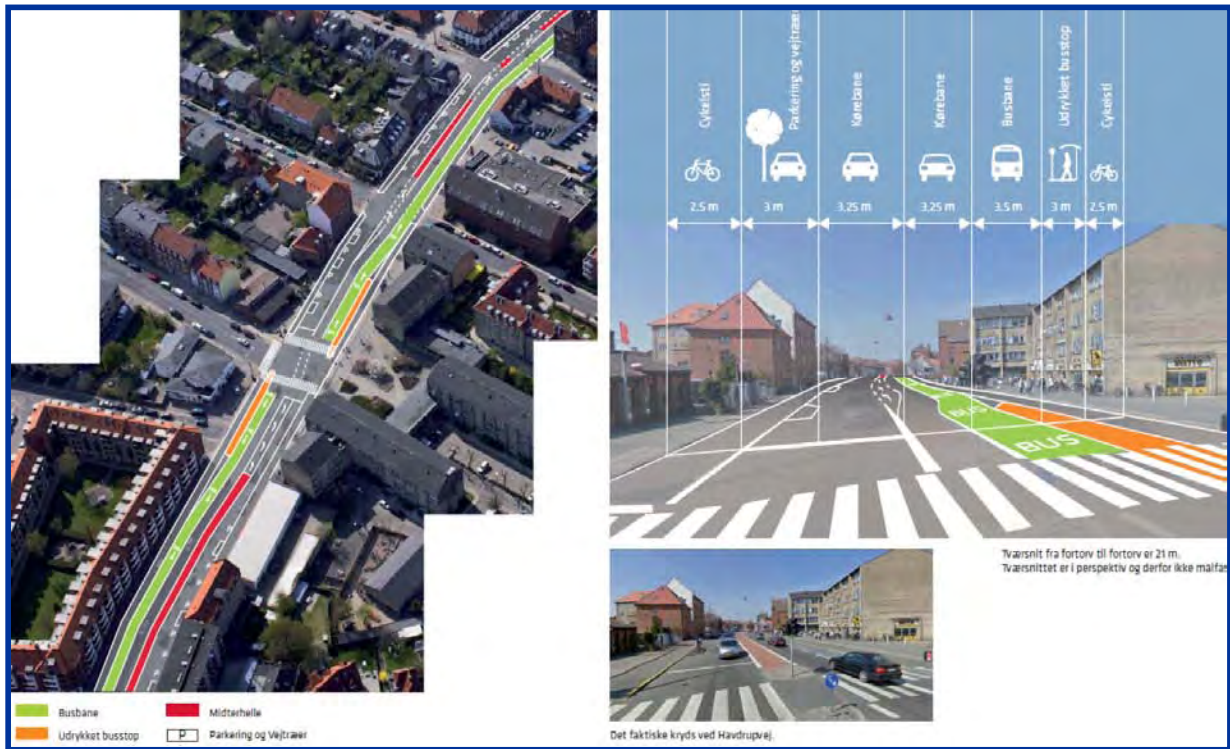


Figure 22: Case study Frederikssundsvej, an extension of Nørrebrogade



Figure 23: Turning roads into quality streets, Nørrebrogade

4. Conclusions

Though Scandinavian cities are very different in size from London, and operate in a different financial and political climate, they provide a standard for environmental quality and efficient resource utilisation which London would do well to learn from. In a world where time and money are both very limited, the members of the TEN Group are keen to ensure that London not only keeps in touch with best practice, but is also doing its best to create new models for regeneration and sustainable development that will influence the world.

Reflecting on the TEN Group's study tours to Copenhagen and Malmo, Helsinki and Stockholm, Pat Hayes thought there were a number of things we can learn from the Scandinavians once the differences are appreciated; the key lesson being for Council leadership. Scandinavia is characterised by strong confident municipalities who see their role as creating new and better places and intervening to lead the development process rather than responding to it.

As local authorities in the UK we are often the architect of our own failure because we cast ourselves as powerless vassals of central government when in reality we have the ability, albeit by slightly different means, to achieve what Scandinavian authorities do. Municipalities can assemble land, fund more sustainable infrastructure, and control new development just as well as our Scandinavian counterparts but we often lack the will to do so.

Because of their willingness to lead, Scandinavian cities have managed to reduce reliance on the car and generally embrace more environmentally friendly approaches to life, despite an even worse climate and similar geography. A more collective culture perhaps enables people to understand the limits of the car as a means of urban transport (though it could be argued that using the car less forces greater social interaction and is civilizing per se). They also seem to be able to create new developments of a high quality and at a human scale which are superior in design terms to anything produced in the UK.

Another lesson is that Sweden and Denmark seem to have been able to quite rapidly and successfully integrate large numbers of new migrants in a way that France and the UK have found it harder to do with similar proportions over longer periods of time. It can of course be argued these migrants have come as a result of a humanitarian opening of doors to the oppressed rather than as a result of the grudging discharge of historic colonial obligations. In all these examples a subtly different interpretation of the role of the state may have had a part to play.

Traditionally the post war Scandinavian state saw its role as to better the individual as much as to govern them and cater for specific unmet needs. In contrast, in the UK since 1980 successive Governments have seen the primary role of the state as to enable people to make money rather than to create a fairer society and mitigate the disadvantages of capitalism.

Reference was made to the influential development of Hammarby Sjostad in Stockholm, with its famous ‘environmental cycle’². Matt Bell pointed out that there are now examples in London that more than match what is being done in Stockholm. For example, the Berkeley Group’s renewal schemes on local authority estates such as Woodberry Down in Hackney or Kidbrooke Village in Greenwich show that it is possible to set up joint ventures that achieve both environmental and social sustainability. Hence we can conclude that London needs to ensure that it not only keeps striving to raise standards, but that it passes the lessons on, and replicates them wherever possible.

As pointed out by Pat Hayes, ‘in the UK we can do things as well as or better than the Scandinavian when we put our minds to it. We have to overcome both our reticence as public bodies to lead and also the dead hand of the highway engineer and the health and safety advisor who continually over-engineer our public realm and prevent innovation by exaggerating and trying to mitigate all risk.’

What London can learn from Scandinavia is that we need to bring urban design and sustainability more to the forefront, and as regeneration professionals continually challenge other disciplines to provide better walking and cycling routes and more liveable public and private space.

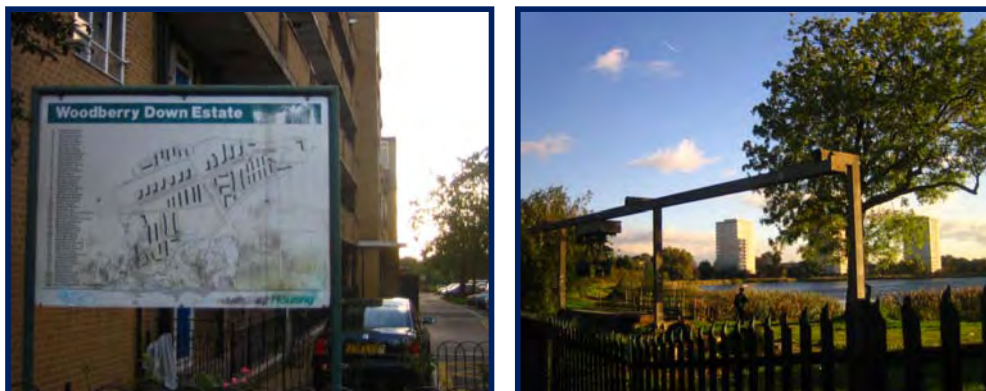


Figure 24: TEN visit to Woodberry Down Estate 2006



Figure 25: Woodberry Down Estate regeneration vision
http://www.mlm.uk.com/projects_woodberrydownkickstart2.php

² see image on page 7 of this report

Appendix A – List of Participants

Lesley Banfield, Homes & Communities Agency	Nicky Linihan, Planning Officers Society
David Baptiste, Ealing Council	Mark Lucas, Redbridge Council
Matt Bell, Berkeley Group	Rosemarie MacQueen, Westminster City Council
Cllr John Bevan, Haringey Council	Seema Manchanda, Wandsworth Council
Alison Blom Cooper, Fortismere Associates	Paul McGivern, Homes & Communities Agency
Duncan Bowie, University of Westminster	Katherine McKinlay, Greater London Authority
Keith Boxer, White arkitekter AB	Salimah Murphy, Ealing Council
Isobel Bruun-Kiaer, TCPA	Stewart Murray, Redbridge Council
Tom Chance, London Assembly Green Group	Robin Nicholson, Edward Cullinan Architects
Andrew Cobden, LandProp	Ida Österlund, TCPA
Martin Crookston, Martin Crookston Ltd	Susana Perez, Transport for London
Geoff Denton, White arkitekter AB	Eleanor Purser, Homes & Communities Agency
Marc Dorfman, Haringey Council	Darren Richards, London Borough of Sutton
John East, London Borough of Newham	Ed Skeates, Grosvenor
Charles Everard, Zedprojects	Will Steadman, London Thames Gateway Development Corporation
Gareth Fairweather, Transport for London	Roger Stocker
Nicholas Falk, URBED	Janet Sutherland, John Thompson & Partners
Tor Fossum, City of Malmö	Stephen Tapper, London Borough of Enfield
Sue Foster, London Borough of Lambeth	Lucy Taylor, Ealing Council
Giles Gibson	Donna Tillier, Roundshaw Homes
Cllr Del Goddard, London Borough of Enfield	Chris Wood, Altair
Laura Golbuff, University of East London	John Worthington, DEGW
Douglas Gordon, City of Helsinki	Louise Wyman, Homes & Communities Agency
Klaus Grimar, City of Copenhagen	Anne Wynde, TEN Group
Pat Hayes, Ealing Council	John Zetter, TCPA
David Hennings, Catalyst Housing Group	
Stephen Hill, Future Planners	
Graham Hishmurch, Altair	
Mark Hopson, Haringey Council	
Yatwan Hui, Urban Beings	
Tom Jeffrey	

Appendix B – List of Figures

Figure 1: Helsinki City-region – Spatial Development Strategy

Figure 2: Believe in planning

Figure 3: Connectivity – Metro and Rail. The future public transport network for Helsinki

Figure 4: Strategic City plan

Figure 5: Arabia quarter green spaces and apartments with large enclosed balconies

Figure 6: Aerial view of Bo01, Malmö

Figure 7: Implementation

Figure 8: Eco neighbourhood in Bo01, Malmö

Figure 9: Sustainable Urban Drainage, Augustenborg, Malmö

Figure 10: Communal spaces, Augustenborg, Malmö

Figure 11: Green roof, Augustenborg, Malmö

Figure 12: Ørestad master planning

Figure 13: Apartments and Urban spaces at Ørestad

Figure 14: A cycling culture

Figure 15: European environment agency

Figure 16: Hammarby water cycle, Stockholm

Figure 17: Envac recycling system, Hammarby, Stockholm

Figure 18: Power station, Hammarby, Stockholm

Figure 19: All apartments connected to district heating system, Hammarby, Stockholm

Figure 20: Features of NØrrebrogade prior to improvements

Figure 21: NØrrebrogade planning and development

Figure 22: Case study Frederikssundsvej, an extension of NØrrebrogade

Figure 23: Turning roads into quality streets, NØrrebrogade

Figure 24: TEN visit to Woddberry Down Estate 2006

Figure 25: Woodberry Down Estate regeneration vision