

Potential effects of a fast-rail/HSR connection on the urban development of small and medium sized-cities

Workshop organised by
Gustaf, Julien and Mari (Nordregio)

October 1st, Oslo

Main question

What could be **the effects** of the introduction of a **fast or high speed rail (HSR) connection** on the **urban development in small and medium-sized cities** between Oslo and Stockholm?



Schedule

- 13.45 Main empirical findings
- 14.00 Introduction to the workshop
- 14.05 First round of stations: **Årjäng, Karlstad and Lillestrøm**
- 14.45 Coffee break with smaller stations: **Grums, Kil and Mysen**
- 15.00 Second round of stations: **Arvika, Kristinehamn and Askim**
- 15.40 Presentation main findings from the discussions
- 15.55 Summing up and next steps



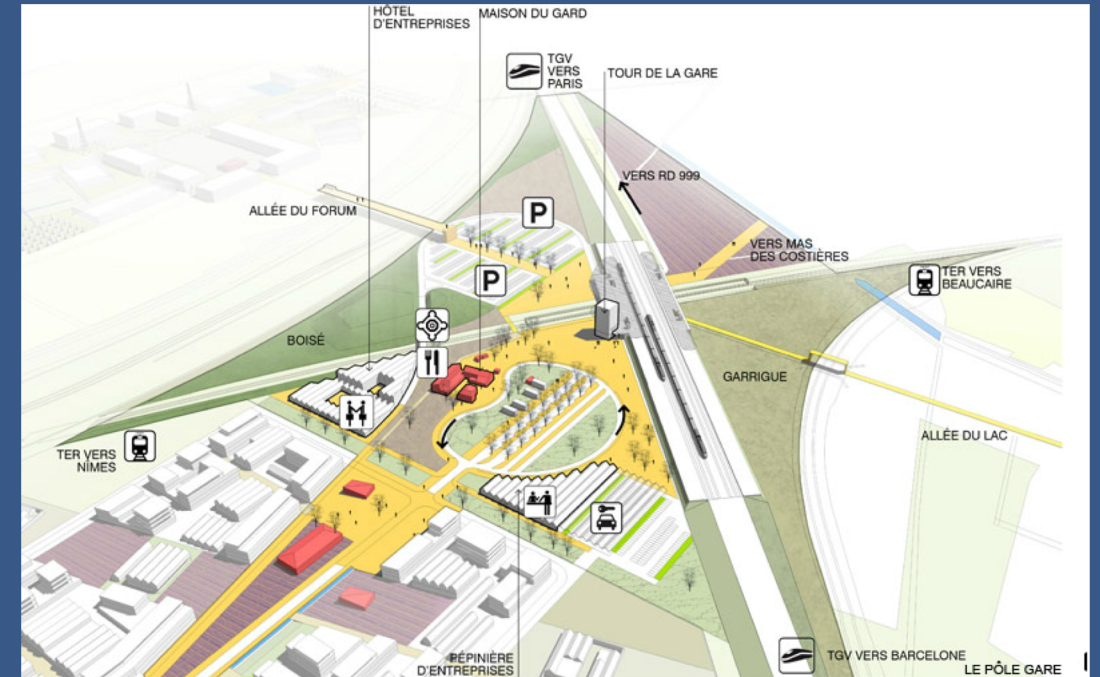
Main empirical findings



Main empirical findings

Finding 1: Main associated urban developments

- Economic: office building, convention center, technology park
- Residential: housing, green and public spaces
- Tourism and cultural: cultural centres, shopping center
- Transport related: improvement of intermodal facilities, new road infrastructure



Workshop: identify the main characteristics of the urban fabric and the main urban projects



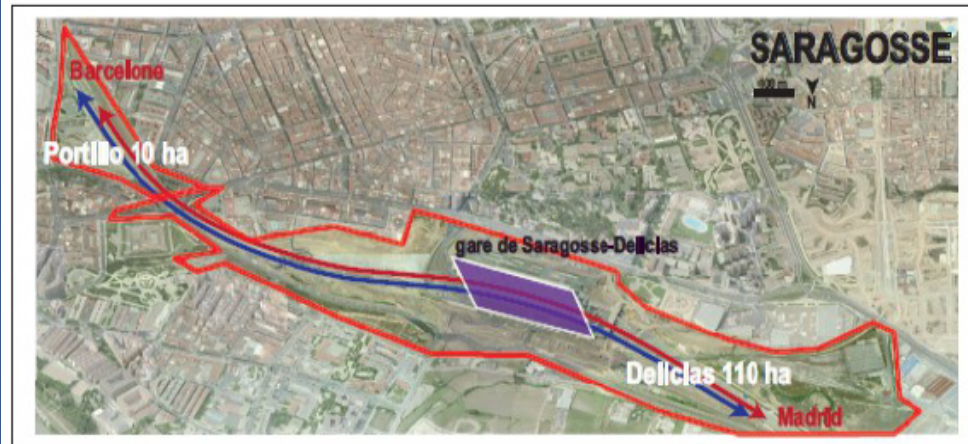
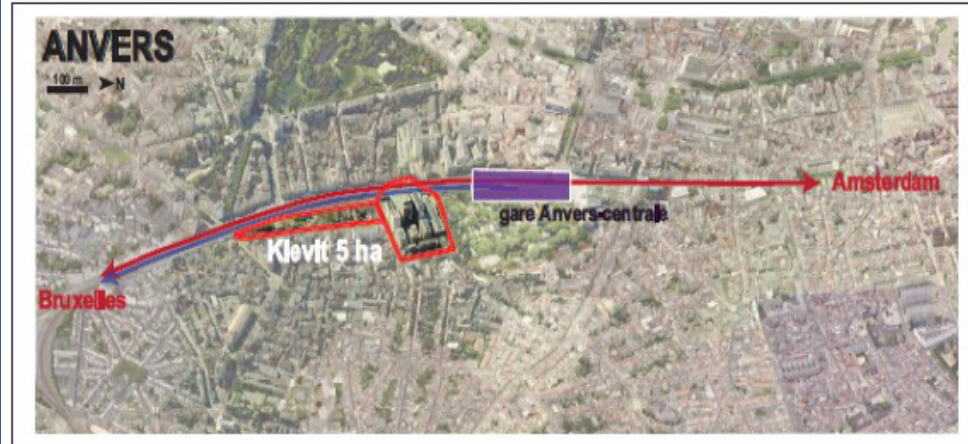
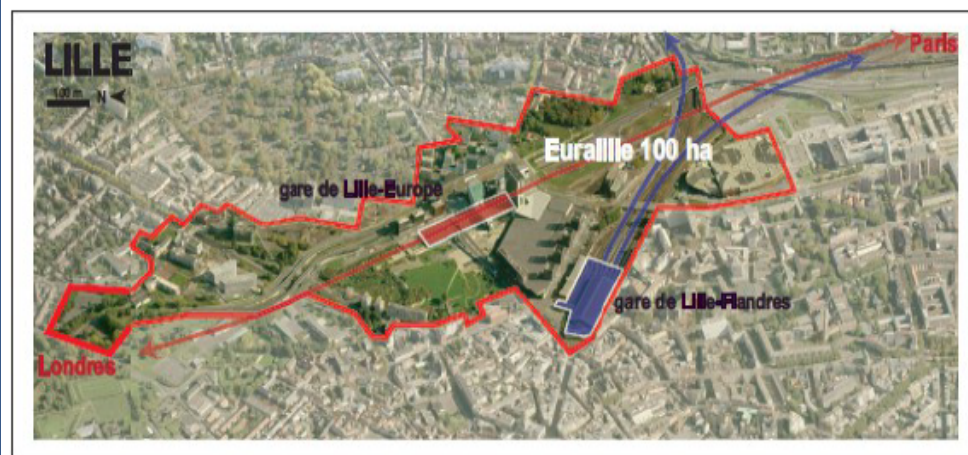
Main empirical findings

Finding 2: Restructuring the city center

Opportunity to improve the quality of the urban center around the station in the municipality.

Possible impacts: more attractive perception of the municipality; city-center intermodality; facilitates the concentration of activities

Workshop: is the current urban fabric or the planned urban fabric around the train station considered as a way to attract new residents?



Main empirical findings

Finding 3: Development of a new urban area

Peripheral location of the new station:

- More space for development than in urban center
- Possibility to create new "centralities", new urban area
- Better connectivity between the new station and the urban center
- Better car access

Workshop: identify the urban projects needed to integrate this new station within the existing urban area(s).



Main empirical findings

Finding 4: Outflows of commuters

Better accessibility (time saving, frequency, diversity of destination, ticket pricing, location of the station in the urban fabric) resulting in outflows of commuters.

Possible impact: population increase or decrease, becoming a commuter town, higher housing prices, better integration in a larger urban labour market

Workshop: how important is the current share of train commuters? Would an increase of train out-commuters be desirable for the municipality?



Main empirical findings

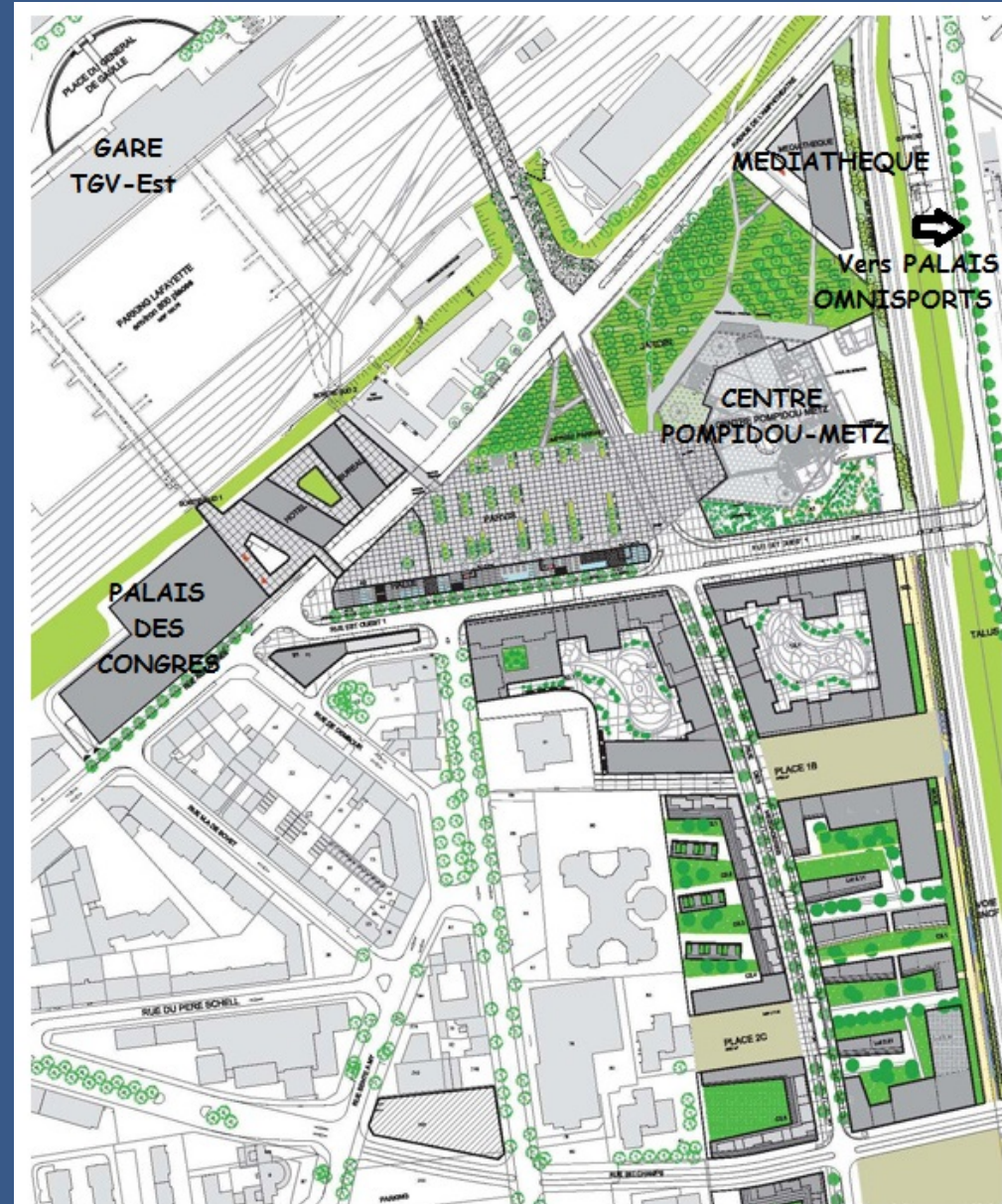
Finding 5: Inflows of tourists

Better accessibility (time saving, frequency, diversity of destination, ticket pricing, location of the station in the urban fabric) resulting in inflows of tourists.

Needs: attractive tourist and cultural offers and corresponding facilities (accommodation, venues)

Possible impacts: more tourists, probably coming more often but short stays; more attractive perception of the municipality

Workshop: what is the current and planned tourism and cultural offer that could attract (urban) tourists?



Main empirical findings

Finding 6: Effects do not come automatically

The importance of the planning process

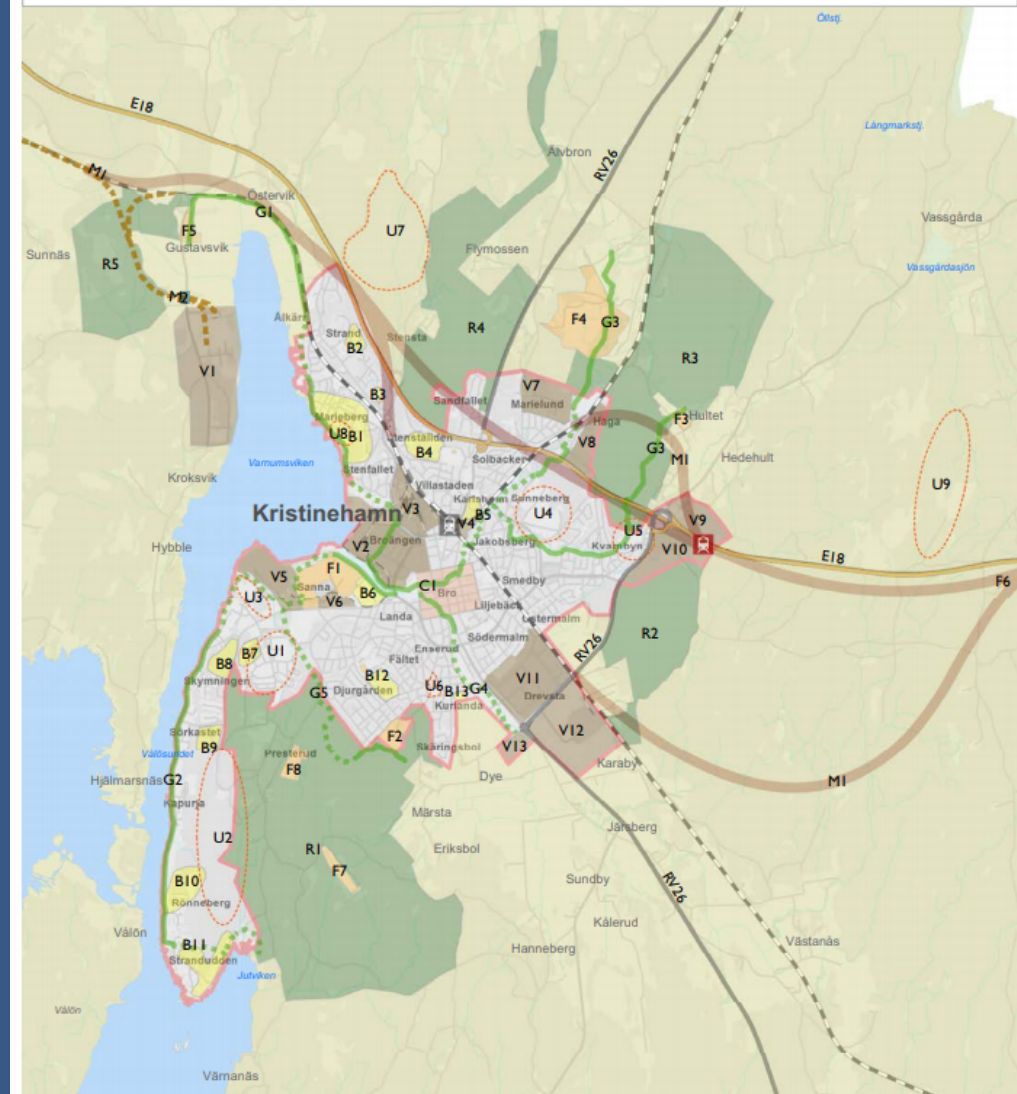
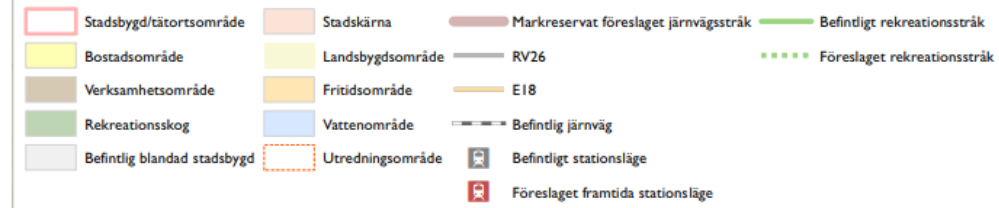
Strategy/ies with local support and focus on:

- Economic
- Residential
- Tourism and culture

Workshop: do the plans and relevant strategy document(s) reflect the ambition of having a fast train/HST service in the future?



Markanvändning Kristinehamn



Main empirical findings

Finding 7: “Move what is already moving”

The introduction of fast-train/HST services accelerates socio-economic and territorial processes that are already under way

It is unlikely to support new processes.

Workshop: list the on-going socio-economic and territorial processes to find out which ones might be accelerated with the introduction of the fast train/HST service.



Main empirical findings

Finding 8: Main motivation(s) for fast train/HST

Syfte med höghastighetståg	Frankrike	Japan	Kina	Italien	UK	Taiwan	Spanien	Sverige
Hastighet	V	V	V	V	V	V	V	V
Kapacitet	V	V	V	V	V	V		V
Tillförlitlighet				V	V			
Ekonomisk utveckling			V		V	V		V
Miljö					V			V
Tillverkningsindustri	V	V	V				V	
Prestige	V		V	V			V	
Politisk integration			V				V	V

Workshop: keep in mind the motivations in Sweden and highlight the ones in Norway.

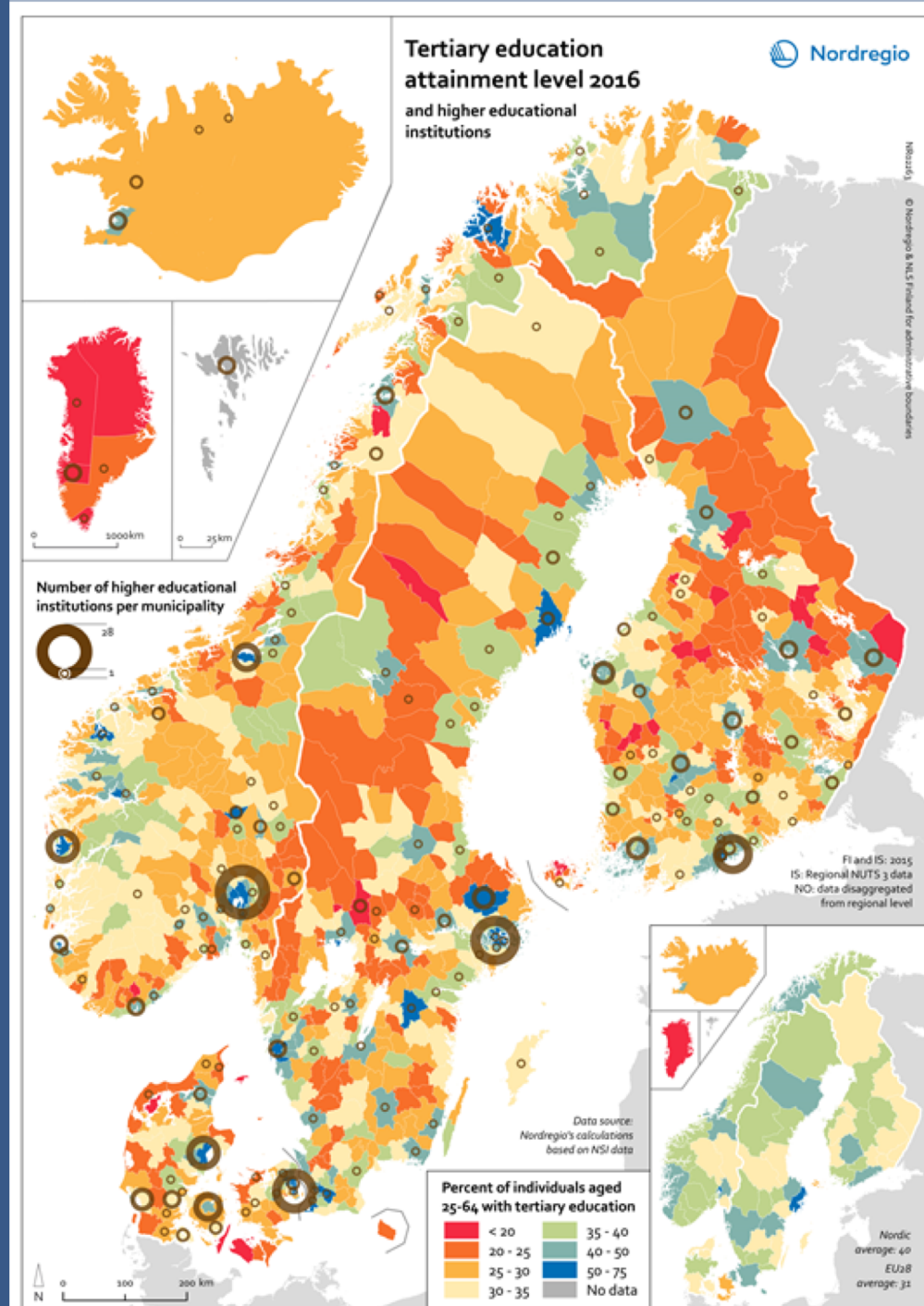


Main empirical findings

Finding 9: Socio-economic profile

Importance of a number of advanced tertiary sectors (specialised activities, congress and fair, logistics, etc.)

Workshop: identify the advanced tertiary sectors



Main empirical findings

Finding 10: Local actors/Governance

Importance of the involvement of local actors

Actors usually involved: city council, local companies, universities, chambers of Commerce, employer's association tourism and cultural associations, environmental associations, local population.

Need to be organised and create a common strategy

Workshop: list the actors currently involved in plans or strategies aiming at benefit from the introduction of a fast train/HST service



Introduction to the workshop



Introduction to the workshop

Group discussion for specific train stations/municipalities:

- On the current situation: what are the main characteristics of the existing economic, residential and tourism/cultural activities in the urban area? Identify the activities that could be strengthened by the introduction of a fast rail/HST service between Oslo and Stockholm?
- On the future situation: Are the suggested developments in economic, residential and tourism/cultural activities included in the municipal planning documents developments that could benefit from the introduction of a fast rail/HST service between Oslo and Stockholm?
- Summarize: Top 3 and Bottom 3 possible impacts



Introduction to the workshop

Selected stations to be discussed in group:

1. Årjäng
2. Karlstad
3. Lillestrøm
4. Grums
5. Kil
6. Mysen
7. Arvika
8. Kristinehamn
9. Askim



First round

Årjäng (Gustaf)
Karlstad (Julien)
Lillestrøm (Mari)

until 14.45



Coffee break

Grums (Gustaf)

Kil (Julien)

Mysen (Mari)

until 15.00



Second round

Arvika (Gustaf)

Kristinehamn (Julien)

Askim (Mari)

until 15.40



Presentation of the main findings



Summing up and next steps



Takk for idag!