

A stylized map of Uppsala in a lighter blue shade, overlaid with several grey arrows pointing in various directions, suggesting movement or development. The map is centered behind the main text.

# What will Uppsala be like in 2050?

2016 Comprehensive Plan in brief



**The 2016 Comprehensive Plan is about  
making use of the current conditions  
and creating a desirable development  
in the long term**

The 2016 Comprehensive Plan for the  
City of Uppsala was adopted by the  
City Council on 12 December 2016

## 2016 Comprehensive Plan

### - in brief

#### What will Uppsala be like in 2050?

The Comprehensive Plan mainly shows how the municipality wants land and water areas to be used and provides guidance for decisions by the municipality and other public bodies. The plan takes a broader perspective and looks further forward into the future than most other spatial plans. The 2016 Comprehensive Plan looks as far forward as 2050.

#### Towards a good, long-term overall entirety

The 2016 Comprehensive Plan address with the physical structure of the entire city. The plan shows where buildings, roads, green areas and other facilities that are needed for functioning daily life will be located. It is not only about taking stock of what is already there but about creating the right preconditions for the kind of development we aspire to.

#### Pointing out a direction – here and now

2050 is a long way off and many things will look different by then. The Comprehensive Plan points out a common direction for how we are to develop the city in the long term. It also provides guidance on decisions to be taken here and now, which can relate to new housing and workplaces, parks and bus routes.

The Comprehensive Plan is about the developments and visions of Uppsala but is also about our geographical position in the Greater Stockholm area as well as global challenges as climate change, energy and migration. These issues affect Uppsala and we can influence these in a positive direction.



## This is what we want

### Four objectives for sustainable development

Uppsala's development must be sustainable in the long term. This is how we want Uppsala to be:

1. **A global driving force** – we utilise our preconditions and contribute to development.
2. **A city for everyone** – which is open and physically and socially cohesive.
3. **A place that provides a good quality of life** – all the things we need in our everyday lives are close to hand
4. **A place at the forefront of responsible societal development** – we test new solutions and improve the environment and public health.

### The Uppsala Principles

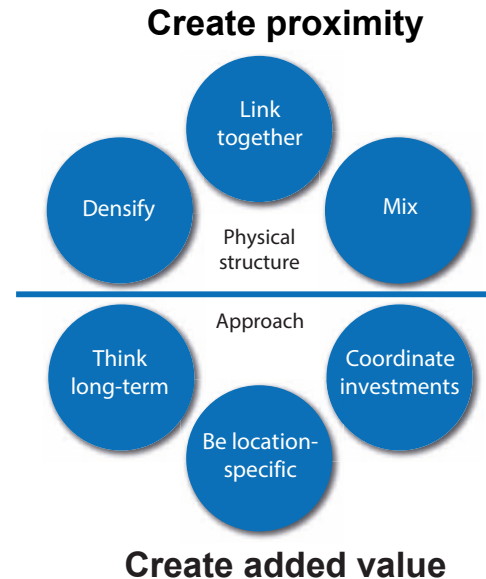
Uppsala is growing. This creates opportunities that we should take advantage of when we develop the city.

The Comprehensive Plan highlights two important principles:

**Create proximity** by density, mixing and linking together.

By proximity, we mean both closeness between people but also to what we need in our daily lives. Changes in the physical environment should promote more meetings between people and make it easier to reach important destinations.

**Creating added value** is at the very heart of sustainable development. It means that a single change can solve several problems at the same time and create many different values at once. This is why we should think long-term, be location-specific and coordinate investments.



The Uppsala Principles provide general guidance for the city's physical development

## Concentration of development

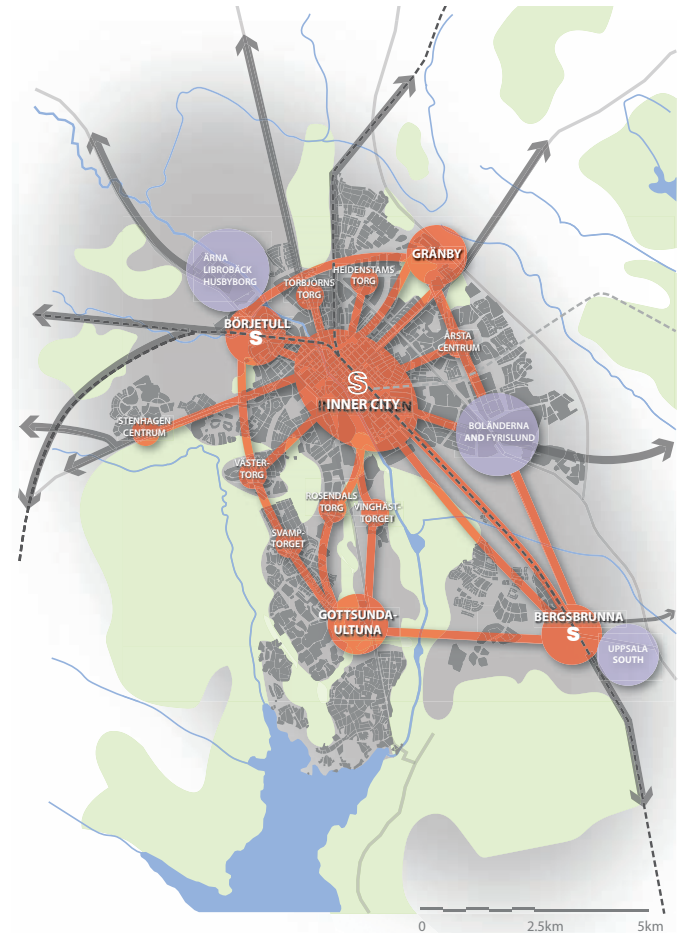
By 2050 Uppsala may have as many as 340,000 inhabitants. So we will need more housing, workplaces, schools and other social amenities. People should have good proximity to services, workplaces and each other..

### Many new homes and workplaces

In the next few years, 3,000 new homes will be needed every year. Most of these will be built in the City of Uppsala which means that the city will become more densely populated. There must also be space for the business sector to expand, with 2,000 new jobs a year.

### Strategic nodes and routes

The inner city of Uppsala will continue to be the major city centre. But by 2050, four new urban nodes will have emerged: Gränby, Gottsunda-Ultuna, Bergsbrunna and Börjetull. They will complement the inner city and contain a mix of housing, workplaces, services and parks. Enhanced public transport will link together the urban nodes with both each other and the inner city.



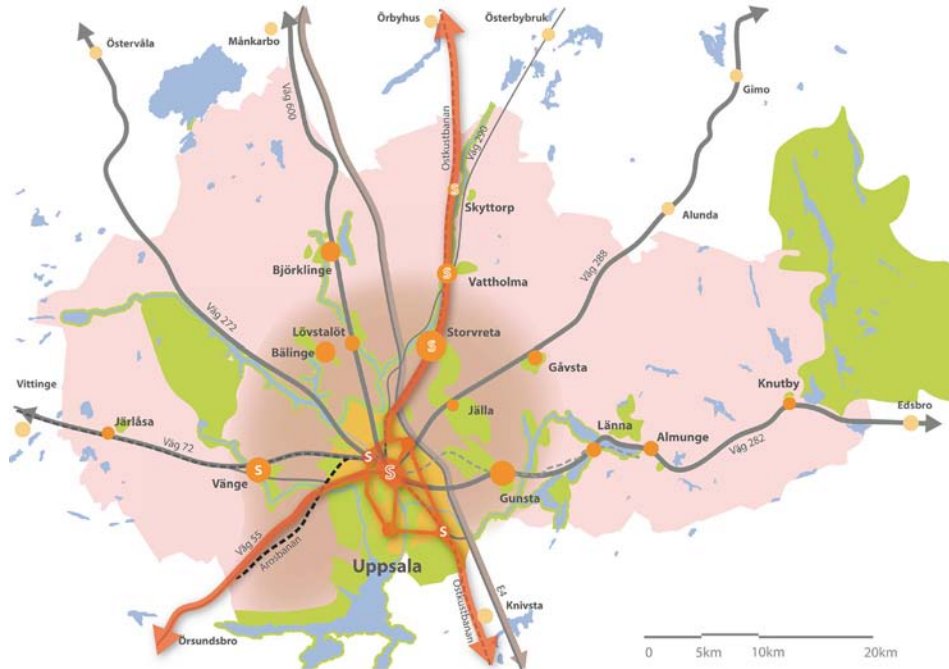
Structural overview of the city beyond 2050. The diagram shows nodes with built-up areas and the interconnecting routes with high-capacity public transport.

## A living countryside

Uppsala municipality has a large number of inhabitants on the countryside. New homes and workplaces will for the most part take place in already existing rural towns with functional public transport. This will create more opportunities for shops, schools and other local services, contributing to a better quality of life at the country side and the rural towns.

## Easy access to sustainable transport

Places which many people visit should be easy to access. This is why homes and workplaces are primarily built in locations which are easy to reach by public transport or bicycle. The country side, rural towns and the city centre are linked together by public transport.



Structural overview for the whole municipality area beyond 2050. The illustration shows the overall structure including important nodes, routes, rural areas, the city's surroundings and green areas.

## Highlight the natural surroundings and make use of them

Parks, areas of natural beauty, rivers, lakes and clean water make Uppsala attractive. A thriving natural environment is important for people's well-being.

### A variety of green qualities

There should be several kinds of green areas in the city as well as the smaller towns on the country side. Playgrounds, green parks, sports grounds, natural areas and forest areas are some examples. At these places people should not only be active, meet each other and play but also take it easy and recharge their batteries. It is important that such areas continue to be used and are developed.

### Linking together green areas

By linking together green belts with parks, nature reserves, rivers and lakes, we benefit in several ways. More people can enjoy the natural environment as it becomes more accessible. It will also be easier to both make use of nature and safeguard biological diversity.

### Using the services that nature offers

Ecosystem services are something we get for free from the natural world, but which we often take for granted. But the fact is that we are dependent on these services for our survival. In Uppsala we intend to continue to work with nature. We intend to use nature's services in a sensible way, and at the same time create value for recreation and experiences for those of us who live here.

## Clean groundwater

One of the most important ecosystem services in the city is the Uppsala esker's ability to provide us with clean drinking water. It is important that we continue to protect the esker, as it would cost a great deal to clean water using only technology. We must also protect the visible water in lakes and rivers, and ensure that it continues to be clean.



Green structure of the city in 2050.



## Travel sustainably and simply

All forms of transport link together the city, the countryside and the region with the world. The transport system therefore plays an important role in the city's development.

### Travel in a sustainable way

More people should be able to use efficient and environmentally friendly ways to travel. It also includes transport of goods. For this reason, we are allocating space for new stations and a new railway. But we also need to invest in walking and cycling infrastructure, in the road network as well as in public transport.

### Developments is interlinked with transport systems

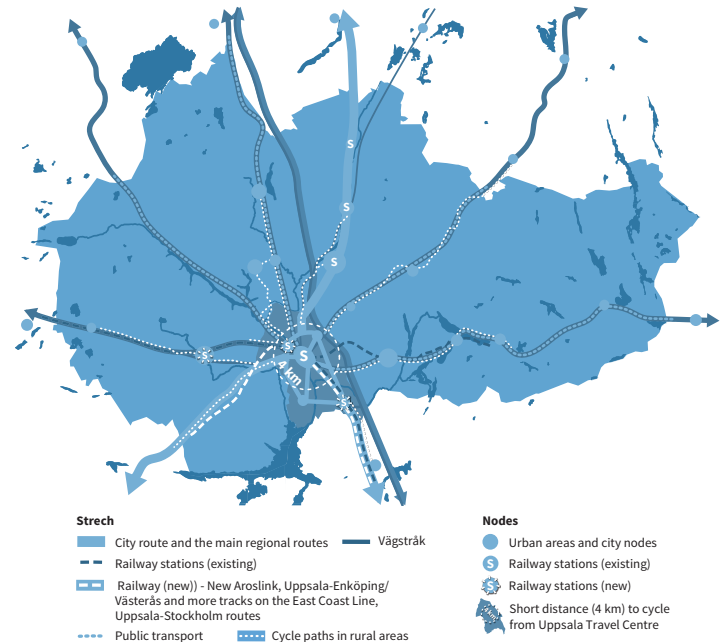
Public transport plays a major role. It simultaneously provides support and is a part of the development. The more facilities that are concentrated in a certain place, the more important it becomes to be able to get there by public transport. And the more public transport there is, the more attractive it becomes to build new developments there.

### New stations and train tracks

Four train tracks between Stockholm and Uppsala makes it easier to travel between the two cities. New stations built in Bergsbrunna and Börjetull relieves the pressure on the Travel Centre. There is also open mind about station development along Dalabanan.

## Easier to cycle and to walk

It must be easier to choose to cycle or walk to get around in Uppsala. An extensive network of cycle paths makes it easier to cycle, even for longer journeys. In the city centre, more space will be allocated to pedestrians and less to cars. Parking places in streets and squares will instead provide more space for people, city life and market trade.



Simplified structure for the whole city beyond 2050. The diagram shows important nodes, urban areas and routes.

## Investing in new solutions

A major increase in the population and several environmental challenges place considerable demands on technical solutions for energy, water, sewage and waste disposal. These solutions are closely interlinked with how we build, how we protect our natural resources and how we move around.

### Clean water for a growing city

It is difficult to assess the technical solutions of the future, but some things we know for sure. One is that we need water. Today, 85 per cent of the drinking water in the city comes from the eskers of Uppsalaåsen and Vattholmåsen. A greater population means that we are planning for increased capacity in all technical systems, but water is a major challenge. We will need new water supplies and waterworks.

### Smaller, local systems

We currently have large technical installations that supply us with what we need. In future Uppsala, there will be a greater number of small, local systems supplementing the large ones. This may be local production of energy, such as solar energy or biomass. It must also be possible to connect the various installations together in a different way to today.

### An ecocycle approach

To reduce our carbon footprint, we will invest more in recycling. Waste will be recycled more efficiently, and we will make new products from old ones – in entirely new ways. There will be more recycling centres in the city and the waste management facility in Hovgården continues to develop.

## **This much has happened in 40 years – Compare Uppsala in 1976 to today**

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- Then: 138,000 lived in the city. Today: A population of 211,000.

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- The Million Homes Programme had just been completed. Sweden had built over one million homes in ten years. In Uppsala, an average of 2,000 homes per year were built during this period (1965-1975).

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- The city's newest district was called Gottsunda and the school was opened in 1976. At the same time, the population in the larger rural communities had doubled since 1965.

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- The Kungsängsleden cross-city link-road did not exist. Traffic went via either Island Bridge or Flottsund Bridge.

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- Uppsala had only one university. The Swedish University of Agricultural Sciences (SLU) was not formed until 1977.

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- The motorway from Stockholm was newly built. Previously, all traffic went via the old Stockholm Road and right through the centre of the city on Kungsgatan.

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- It was possible to travel by train to Enköping directly from Uppsala up until 1979. The Upptåget commuter line that connects the urban areas of northern Uppland was opened in the early 1990s.

## **What will happen in 40 years' time? – A few strategic steps on the way to Uppsala 2050**

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- Today: 211,000 inhabitants in the city. 2050: estimates of between 280,000 and 350,000 inhabitants.

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- Planning for 3,000 homes and 2,000 jobs in the City of Uppsala per year from 2016 and over the next few decades. The existing buildings and areas, built as part of the Million Homes Programme, need to be renovated and further developed.
  - Uppsala is developing into a physical structure of a five-core city . A new city node is being developed around the new Uppsala South Railway Station in Bergsbrunna. Renewal and development of city nodes in Gottsunda/Ultuna, Grånby and Börjetull. The city nodes will complement a growing inner city. New city districts are being developed in South Uppsala (Ulleråker, Rosendal, etc.). Urban areas and service nodes in the city are being developed as hubs in a vibrant rural community.

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- Development of urban spokes with high-capacity public transport that connects the city nodes and the inner city. New public transport link between Bergsbrunna station area and Gottsunda/Ultuna. Extension of cycle-paths in rural areas and rapid cycle links in the city.

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- Development of the “knowledge avenue ” with high-capacity public transport that links the university areas, the Science Park and the centre of the city.

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- Extension to four railway tracks on the East Coast Line to/from Stockholm and a new station in Bergsbrunna.

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- It is now possible again to travel by train to Enköping and Västerås directly from Uppsala with a new station in Börjetull. The built-up areas around existing and future railway stations are continuing to develop.

## How we are planning in the city administration

### Planning for everyone

The city administration exists for everyone who lives and works here, now and in the future. So our planning must take many different needs and interests into account.

### A constantly ongoing process

Every municipality must have an up-to-date comprehensive plan. So it has to be regularly updated.

### One of several plans

It isn't just the comprehensive plan that guides our spatial planning. There are also laws and regulations. Furthermore, there are other plans, which in turn are based on the comprehensive plan, including:

- **In-depth comprehensive plans** that specify the overall development for parts of the city or for specific themes.
- **Planning programmes** that provide more detailed ideas about change in an area.
- **Detailed plans** that regulate construction (how and what can be built) in built-up areas.

## The comprehensive plan consists of three parts

- Part A Master document
- Part B National interest
- Part C Impact assessment.

## The comprehensive plan is available in several different ways

**Printed document and pdf** - easy to save or print out



**iÖP** - Interactive map that can be clicked on to reveal hidden text



**Web version** available for smartphones and reading Webbversion



**Read more about the Comprehensive Plan at**  
**[www.uppsala.se/oversiktsplan](http://www.uppsala.se/oversiktsplan)**