



JÖNKÖPING+

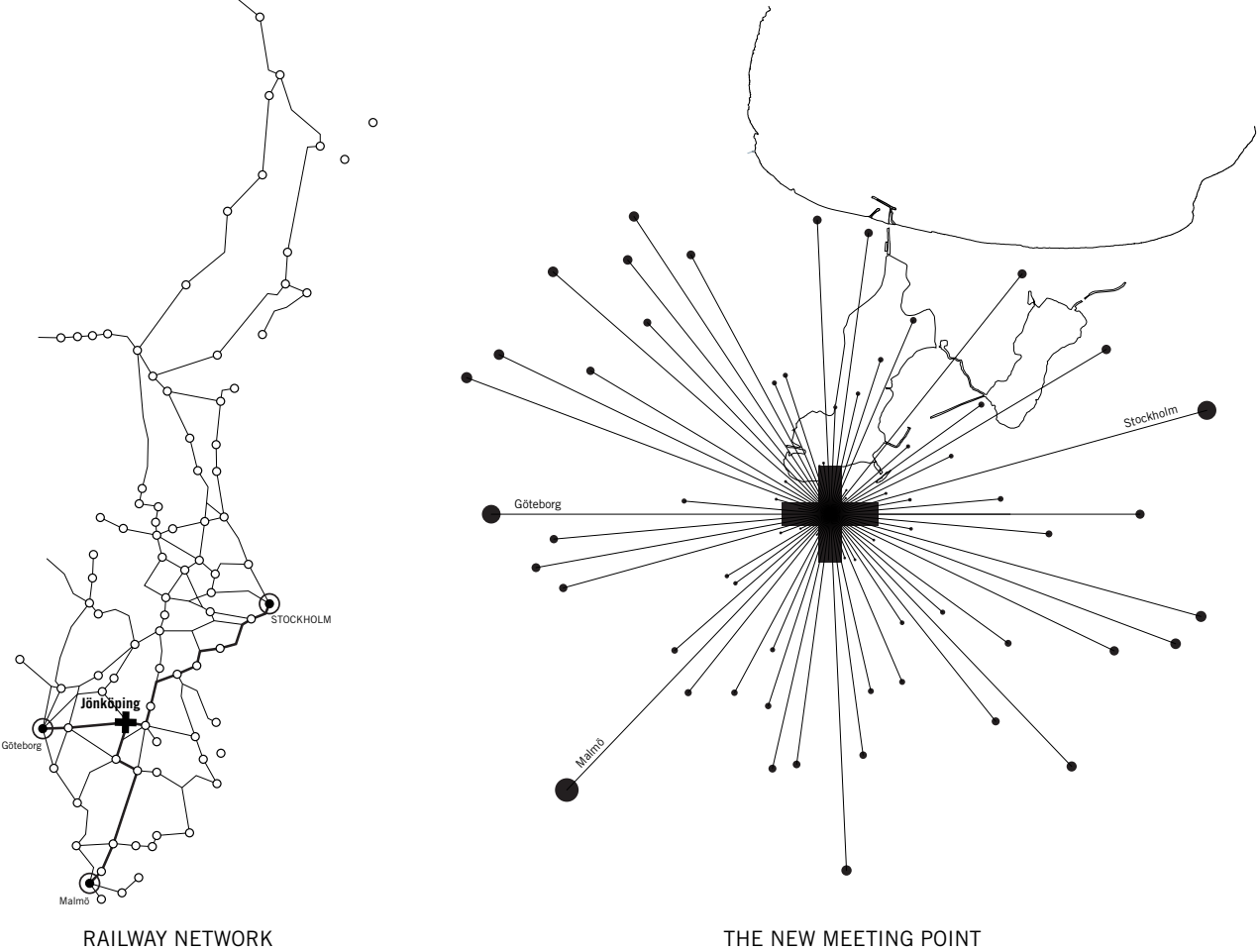
Meeting | Sharing | Growing

INTRODUCTION, VISION AND STRATEGY

A changing position

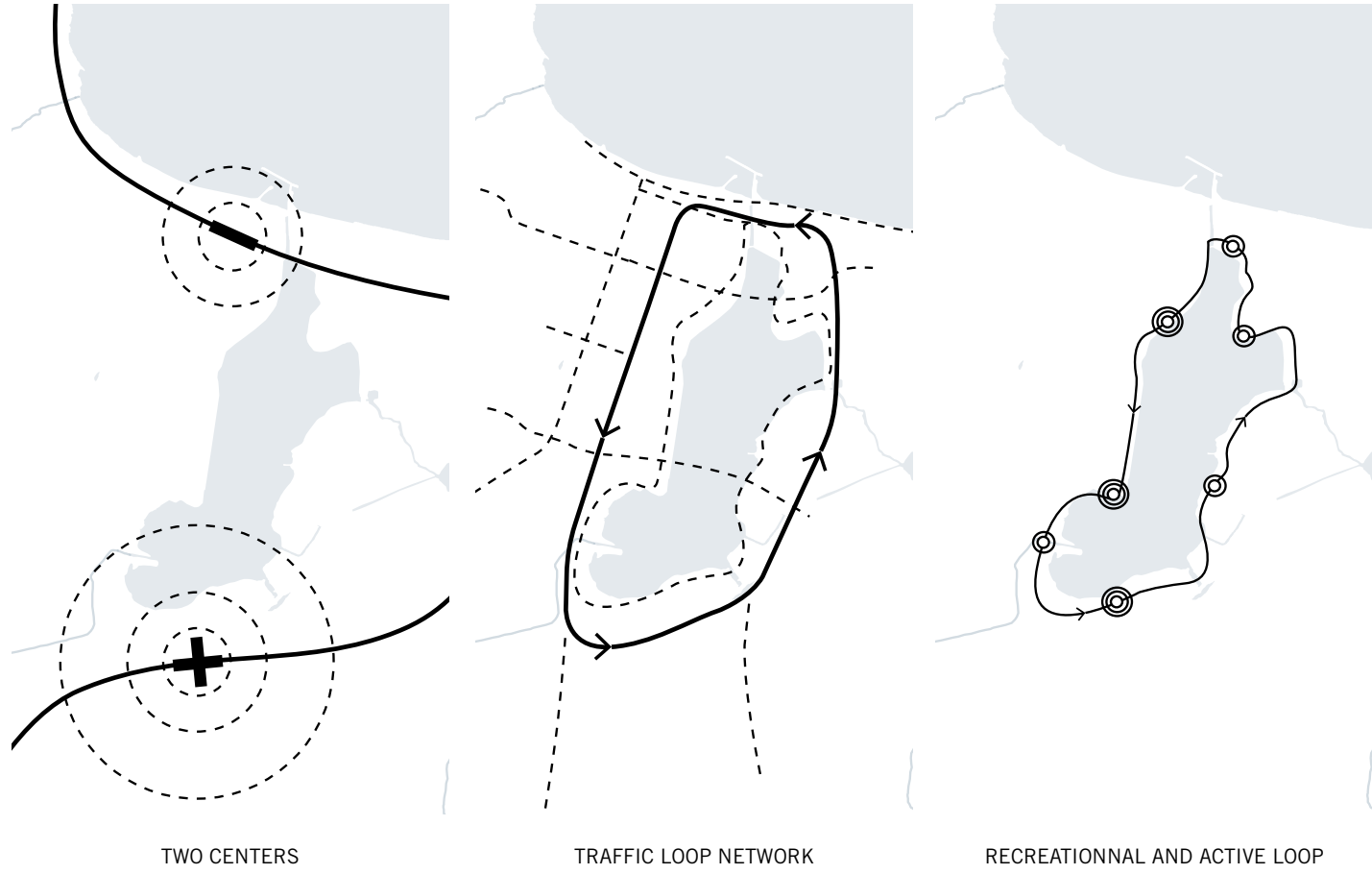
Imagine the future potentials of Jönköping!
Being connected to a national high-speed rail network, building a state of the art train station and around it establishing a modern urban environment, focused on facilitating conferences, knowledge intensive companies as well as educational institutions. All in all creating a super accessible urban node and the perfect scenery for meeting, sharing and growing ideas to solve the problems of tomorrow.

With this project, Jönköping will move from being an industrial based city towards a knowledge based culture, possibly changing the identity of the city towards making it a larger and stronger regional player for conferences, meetings and networks – with the advantage and appeal of being located in the center of the country accessible for everyone.



The new Munksjön

In the near future, Munksjön will take a new and central role in the development of Jönköping, rethinking the idea of Munksjön as a vast inactive inner lake area, towards an urbanised and recreational landscape of a central blue green park in the middle of the city. A central turning point for an attractive livable city in the future development of Jönköping.

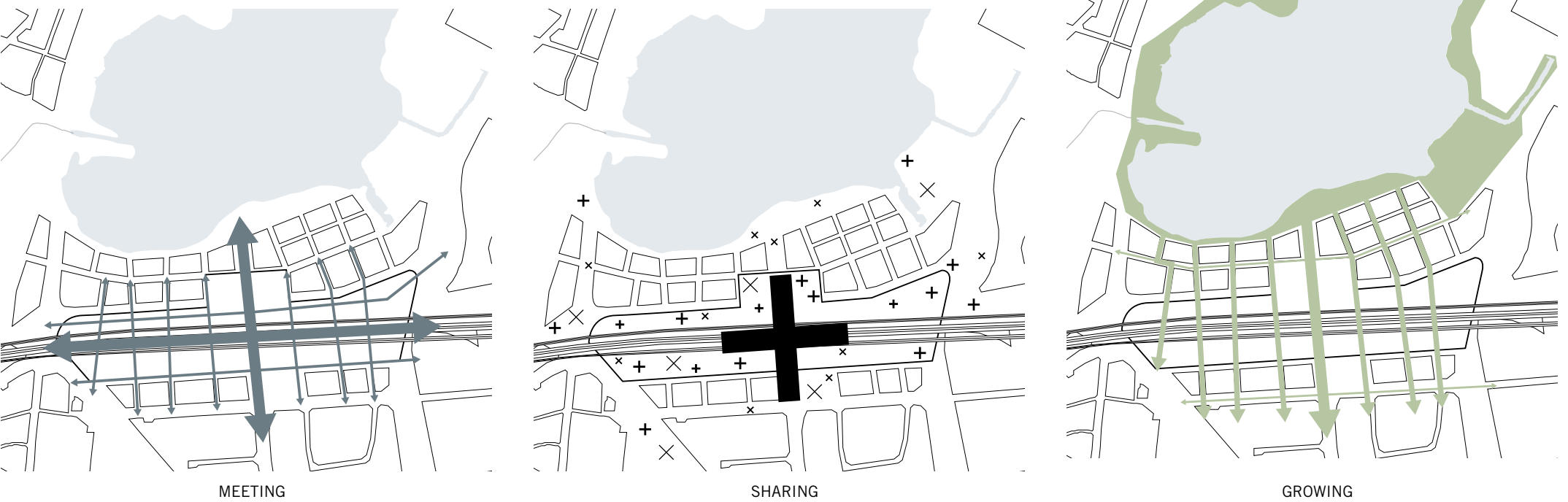


Meeting, sharing, growing

Jönköping will move towards a new urban culture, thought as an attractive green circular development around Munksjön.
Soon citizens and visitors will be enjoying the lake as an urban district, central park and backbone for a new and sustainable culture for meeting, sharing and growing.

Three Strategies

The strategy for Södre Munksjön Station Area is to make a state of the art mobility hub, as an integrated part of the newly planned Skeppsbroen area, bringing together the lake, the landscape of Munksjön and the city of Jönköping as a whole. The aim is to achieve an attractive and high standard new urban center and station area for the future users, as well as being a significant landmark for the future development of Jönköping.

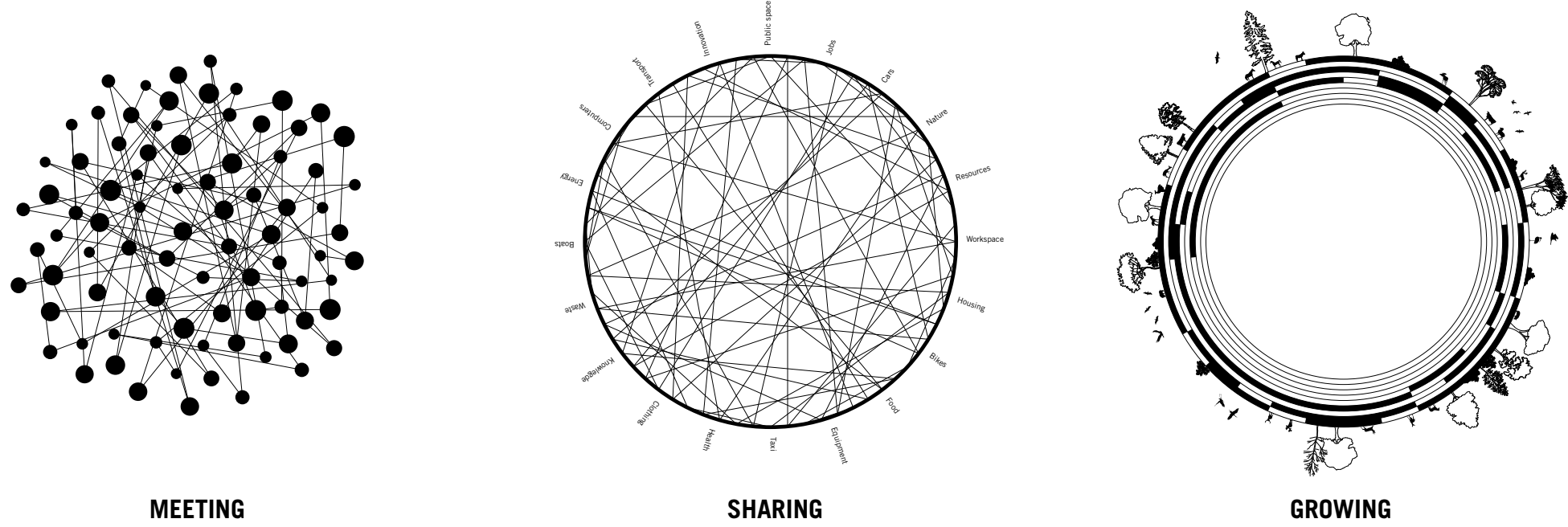


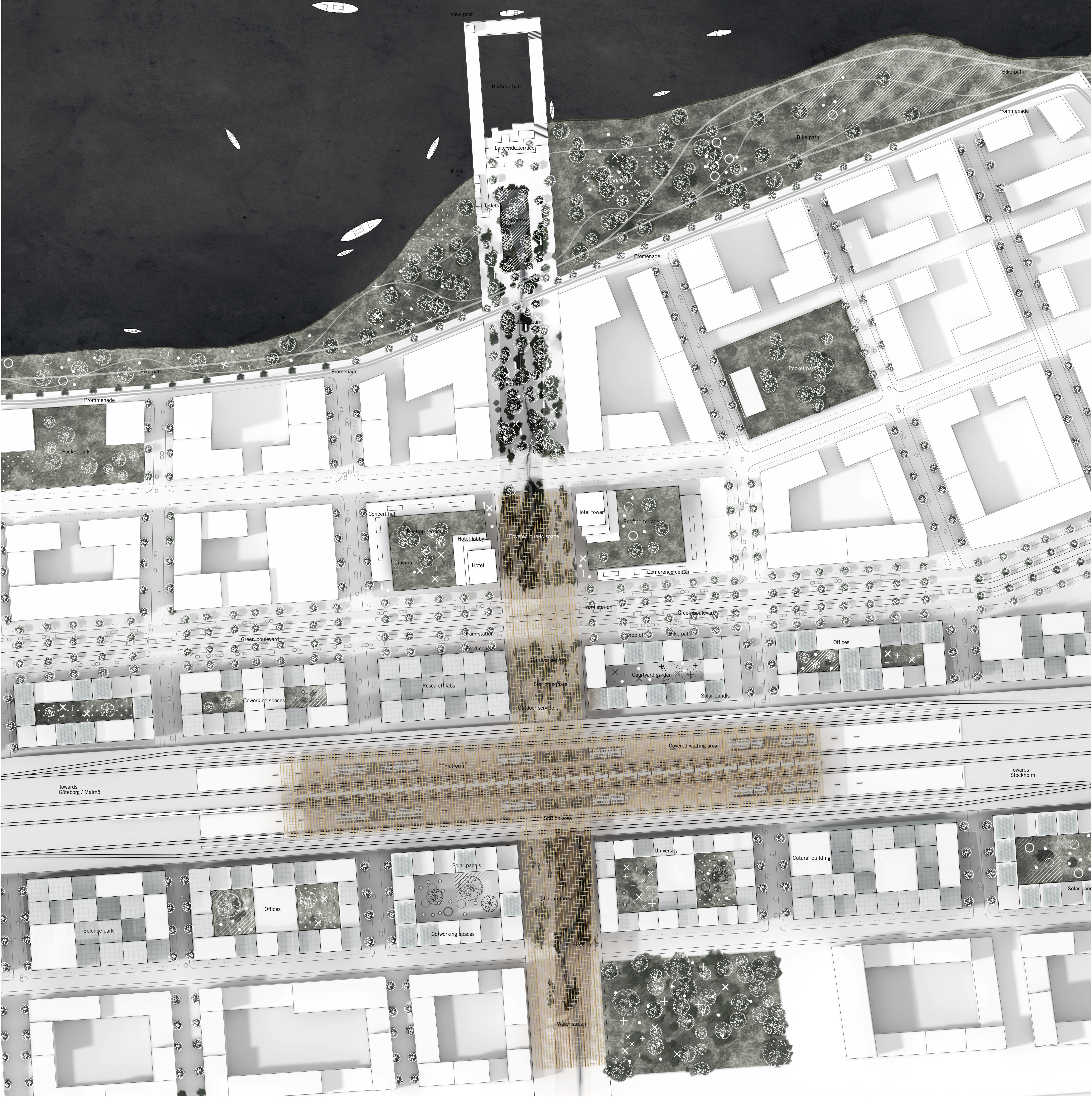
The Jönköping duette

With the new station, and the adjacent Skeppsbroen district, the urban gravity of Jönköping will change from one to two centers - reframing the voice of the city from a solo player to a duette.
The historical voice of classic values, narrow streets, small parkspaces, architectural history and intimate waterfront, meet the modern voice of sustainable urbanism with ecological corridors, accessibility, green mobility and contemporary architecture. Being two centers on each their side of Munksjön, they will gather and frame a common potential of a growing a more attractive Jönköping. The two centers in synergi will frame the lake as a new natural blue-green heart of the city. A new central park for Jönköping.



The new circular urban culture





PLAN OF THE STATION AREA, 1:1000

THE MASTERPLAN

The plan for Södre Munksjön Station takes its approach in the crossing of the new high speed railway and the “Urban Forest” between the lake and the station area.

It’s a junction between a regional flow and a local flow, a high speed flow and a slow flow - two flows of people marking a strong point on the national map, as well as a local attraction and high quality station environment.

The station roof becomes the urban roof of the new centre, marking a public “living room” for the city inhabitants, its users and its guests. Making a national investment a local attraction! The station area beneath is conceived as a seamless flow of transportation and people, framed by urban qualities and functions for every day life. The generosity of the space is marked by its flexibility and fluidity.

The rails and the station are fringed by high standard office buildings, education facilities, research labs, which help to create a noise barrier for the new residential neighbourhood.

Two new towers are defined as a landmark for the area, planned to contain hotel, cultural activities like a concert hall and a cinema, together with conference and meeting functions.

The ground floors are programmed with extrovert active functions, creating an open, active and safe environment to be within and around.

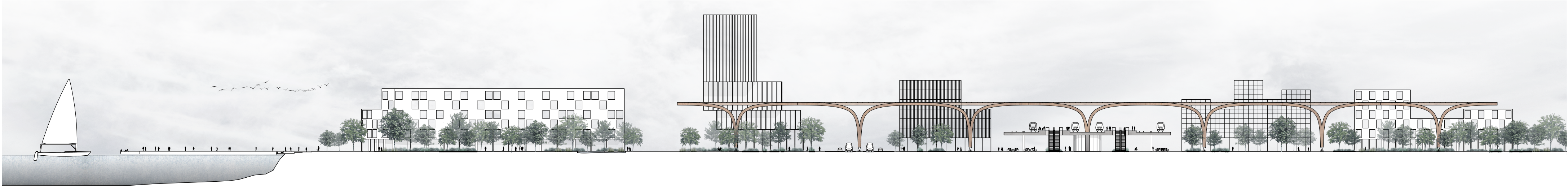
Most corners will be programmed with cafés and restaurants, which creates spaces for meetings and to break the urban flow of people, shaping a liveable and friendly environment. The open ground floors will create a fluent and transparent

interaction between the public space of the station, making the station a new place for people to meet and interact.

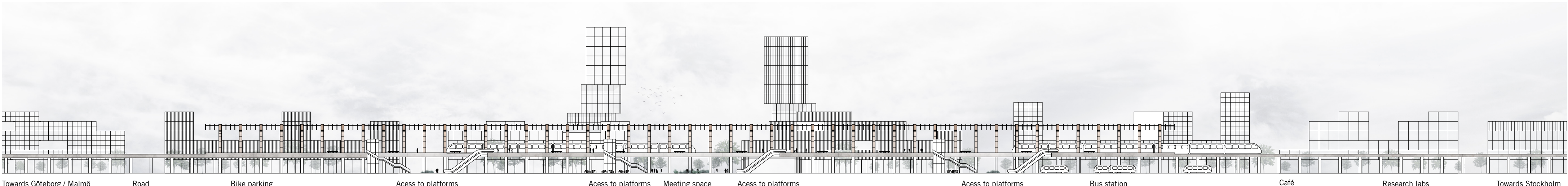
An *Urban Forest* connects the station area with the natural environment of Munksjön, bringing a lush environment and park atmosphere to the urban hot spot of Södre Munksjön Station, and as well as establishing a smart system for transporting

and cleaning rain water from the city to the lake area.

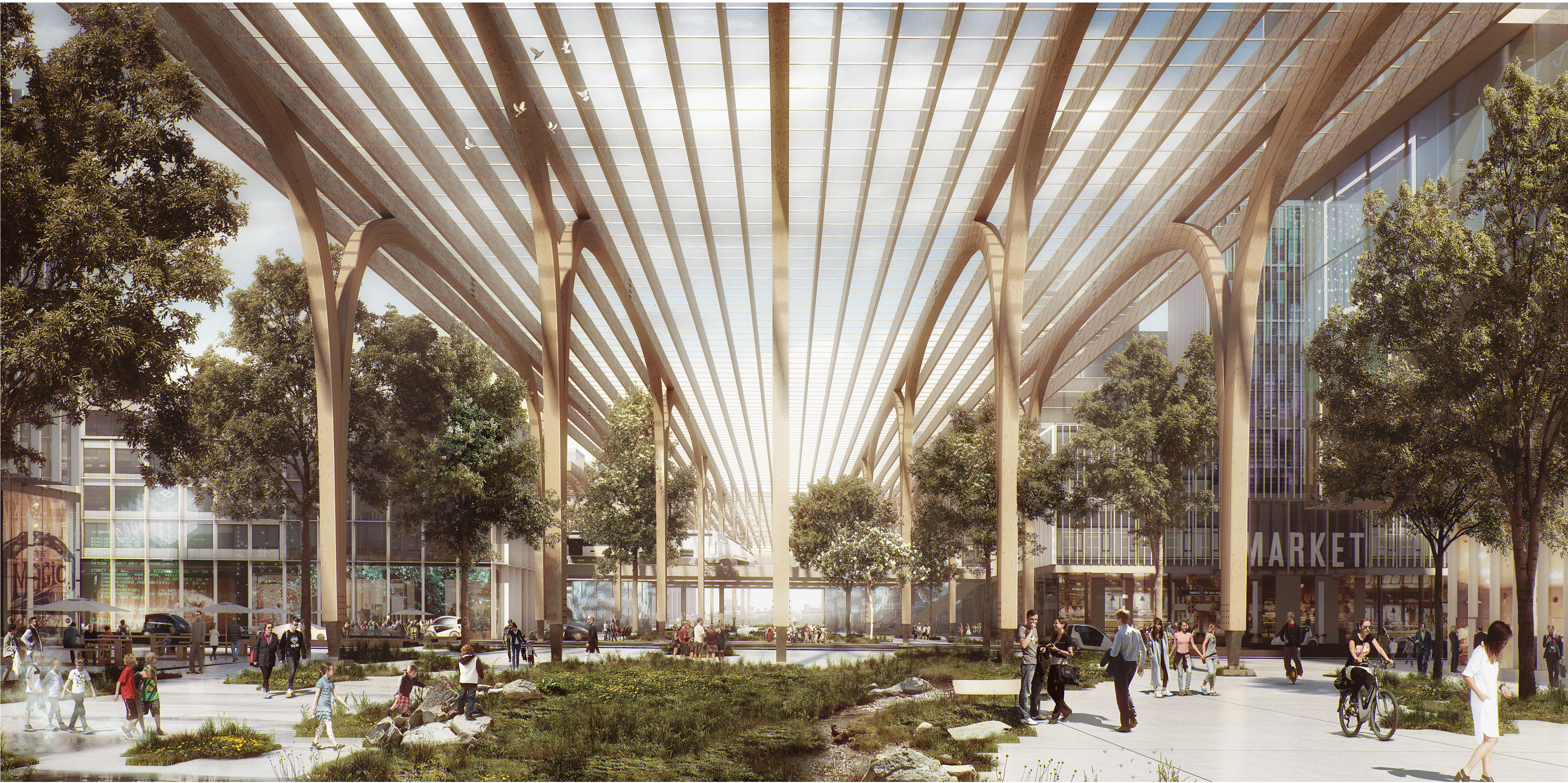
Together with the urban roof, the area in and around the station will become a strong social attractor, and a new icon for Jönköping!



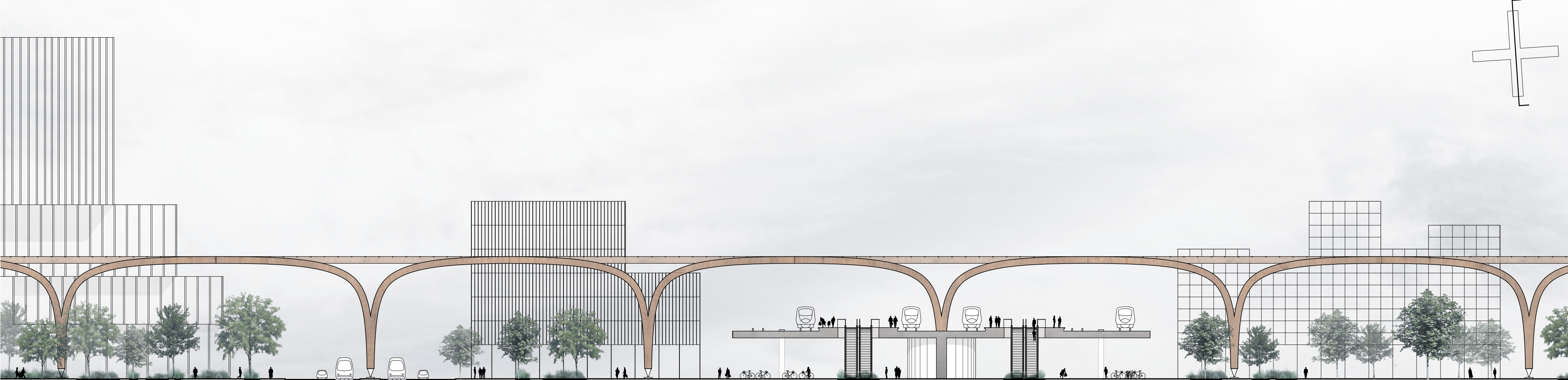
SECTION ON THE URBAN FOREST, 1:1000



SECTION ON THE STATION, 1:1000



VIEW FROM THE URBAN FOREST TOWARDS THE STATION



SECTION ON THE URBAN FOREST, 1:400

THE URBAN FOREST AND THE PUBLIC SPACES

The crossing of main traffic flow from east to west, and the main people flow north to south, creates a strong junction of urban spaces, landscape and mobility, which is the characteristic of the new station. Together it marks an important and dynamic social junction in Södre Munksjön. Covered by a large urban roof, the new station will become a pleasant urban space all year round.

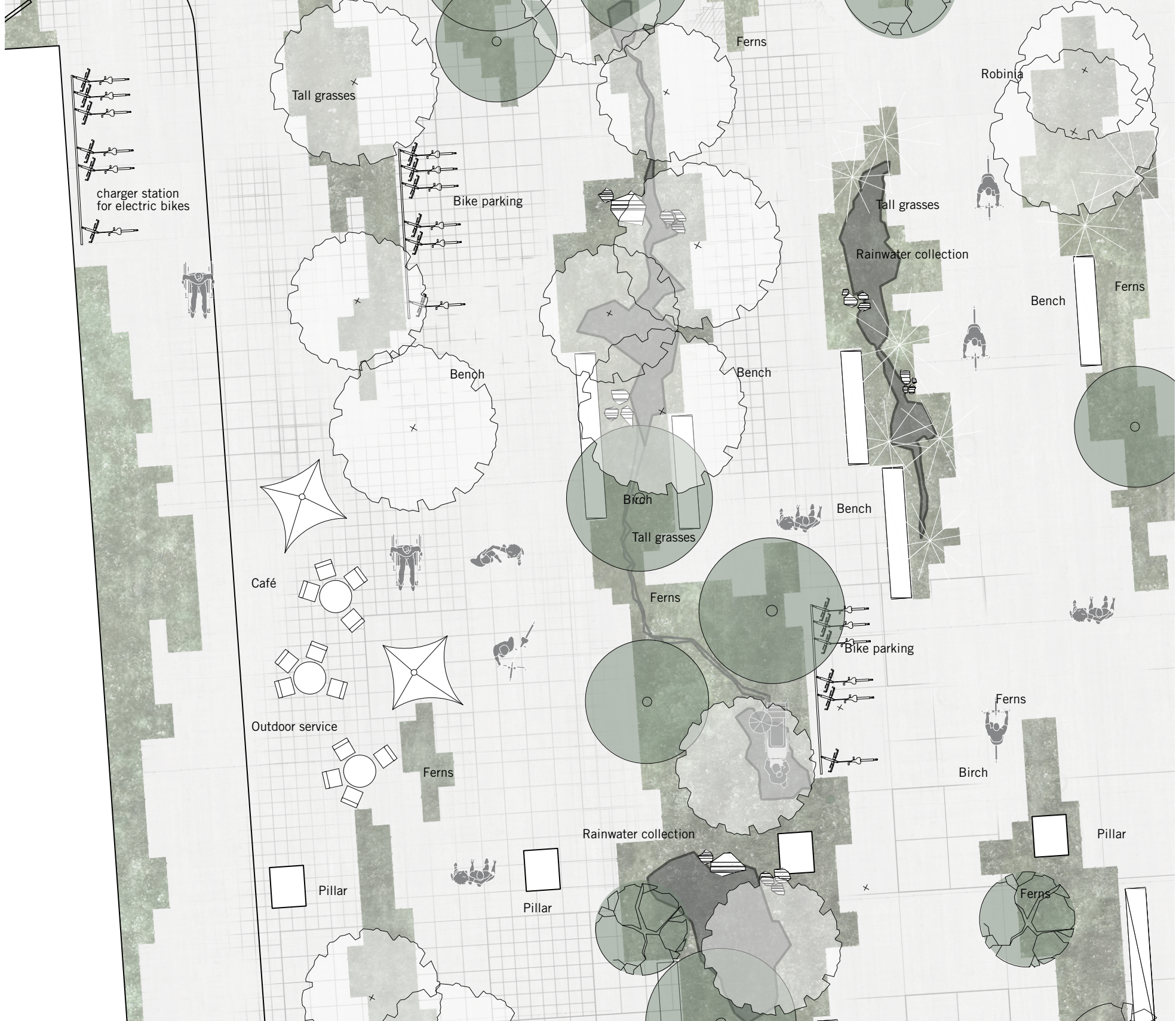
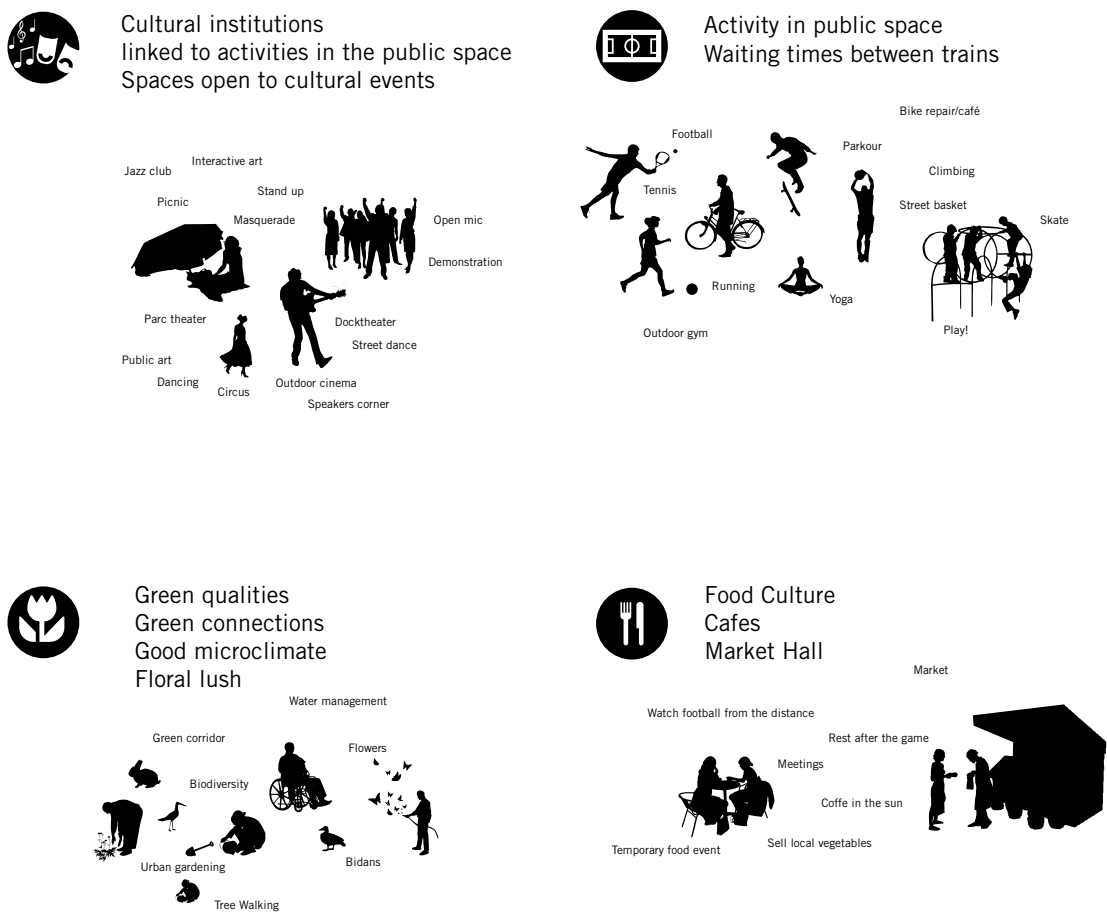
The project aims to create a green and healthy sustainable environment, where the nature of Munksjön is taken all the way across the heavy traffic corridor, signalling a future for Jönköping with a strong focus on the sustainable agenda.

An *Urban forest* provides an exciting and natural passage from the station to the lake. By aligning the urban spaces with public and open functions, a safe and inviting environment is made.

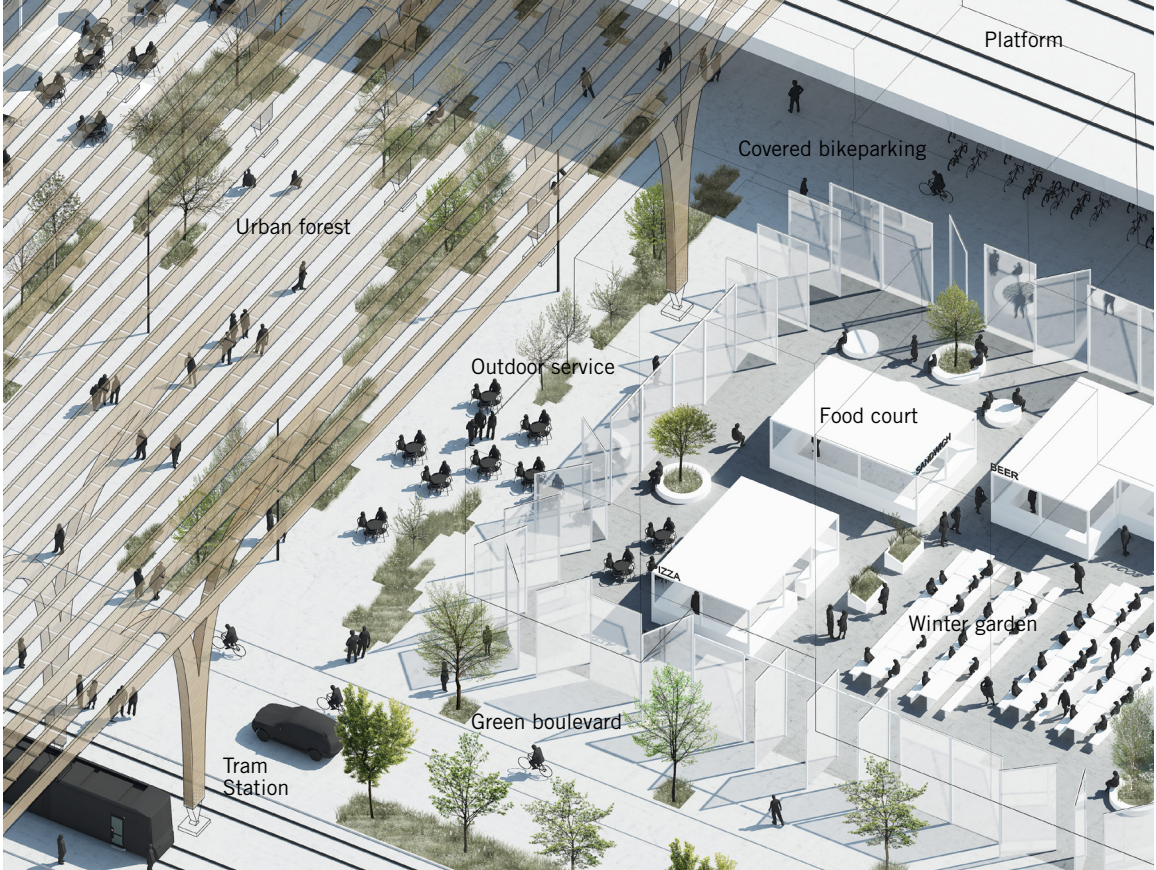
Taking inspiration in the nature around Munksjön, the landscape will have a lush and wild identity. The pockets of green create space for different activities and smaller spaces with a good microclimate. It is a flexible space that can be influenced by its users and provides the platform for different cultural events to take place.

The open groundfloors of the adjacent buildings inhabit the streets, making it a lively place all day long.

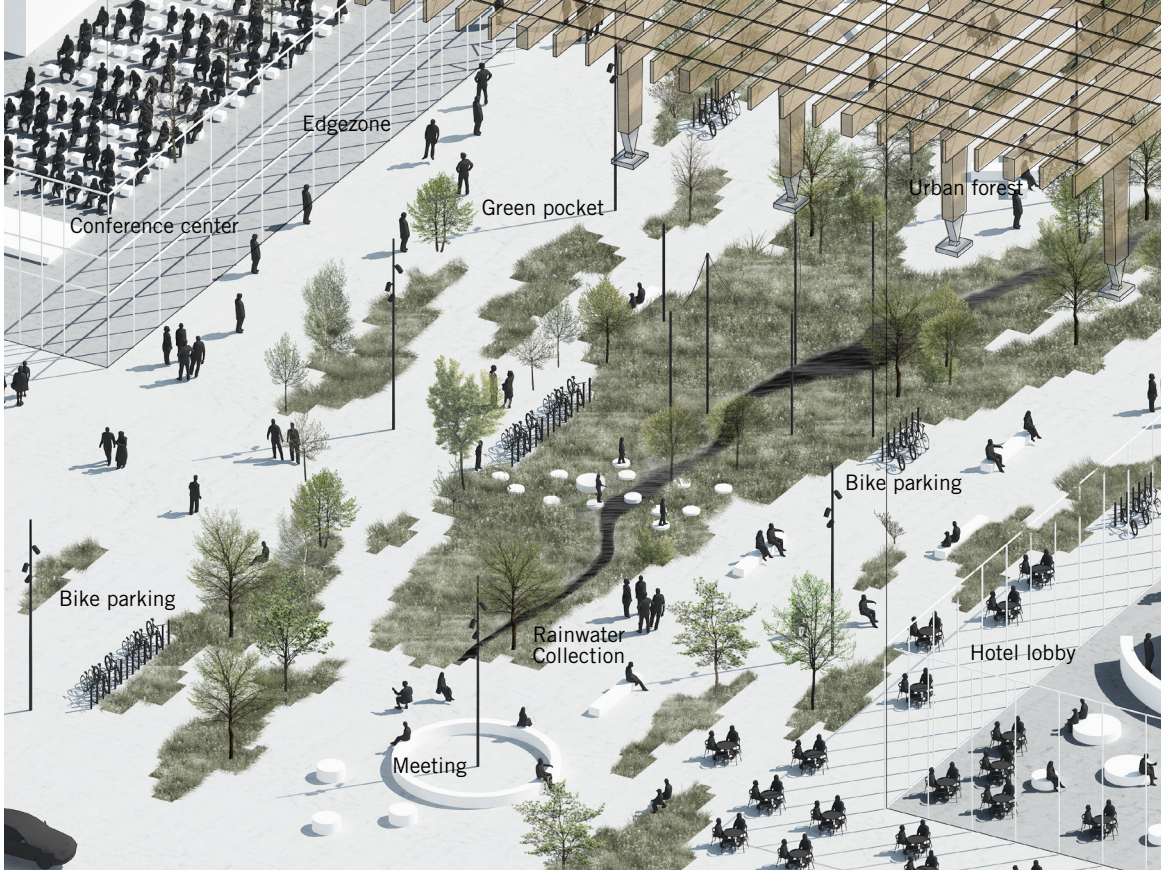
Every street from the lake to the station are aligned with trees and greenery, which makes a strong coherency for the whole neighbourhood, and brings the lake landscape closer to the station.



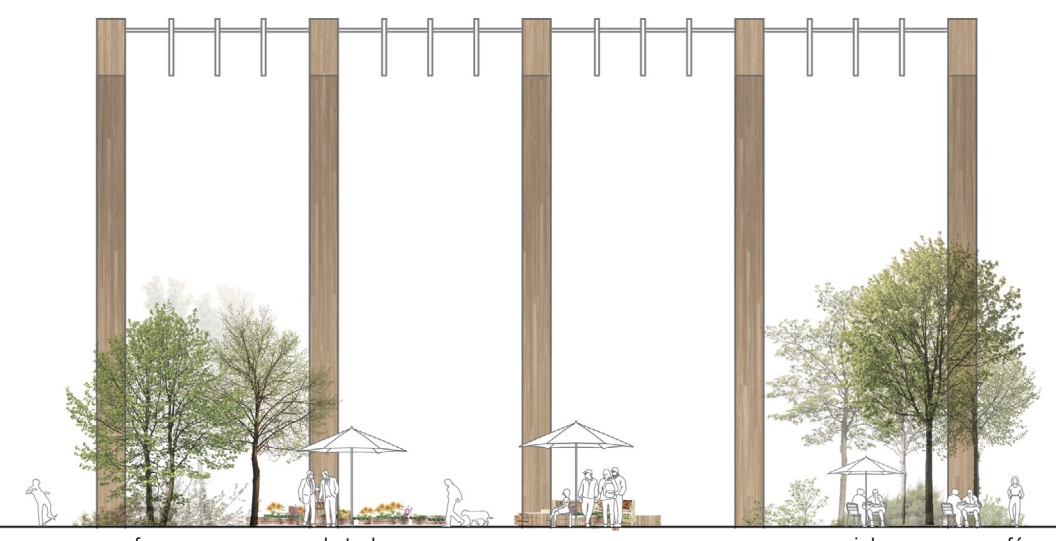
ZOOM ON THE URBAN FOREST, 1:200



GROUNDFLOORS, THE FOOD COURT



GROUNDFLOORS, THE TOWERS



SECTION ON THE URBAN FOREST, 1:250



SECTION ON THE URBAN FOREST, 1:250



VIEW FROM THE STATION SQUARE



SECTION ON BUS STATION, 1:400

THE STATION AND THE BUILDINGS

The station as an open, light, welcoming environment for everyone to feel comfortable and safe within. It is framed by public functions and open coherent ground floors, which creates a strong urban character.

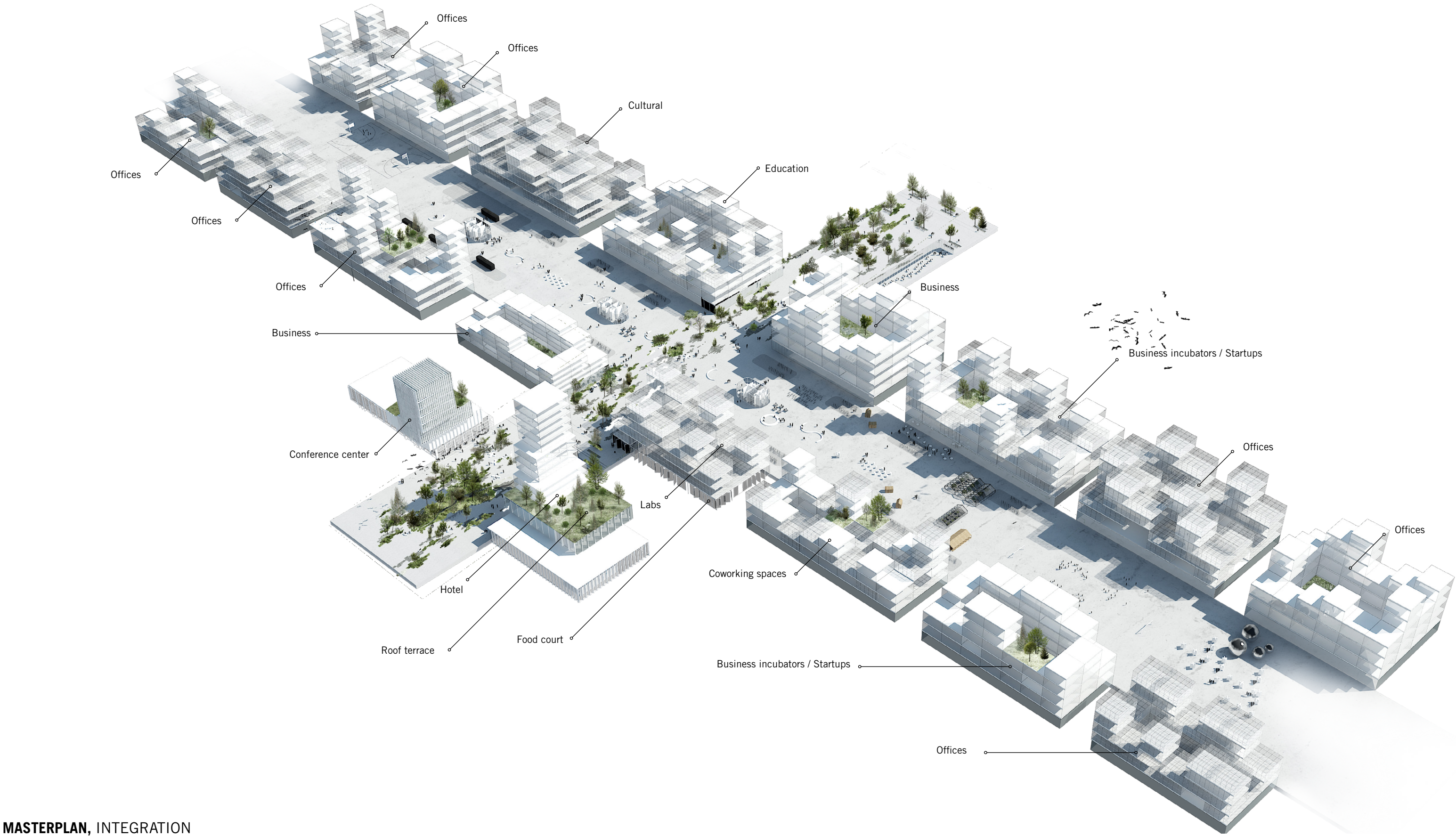
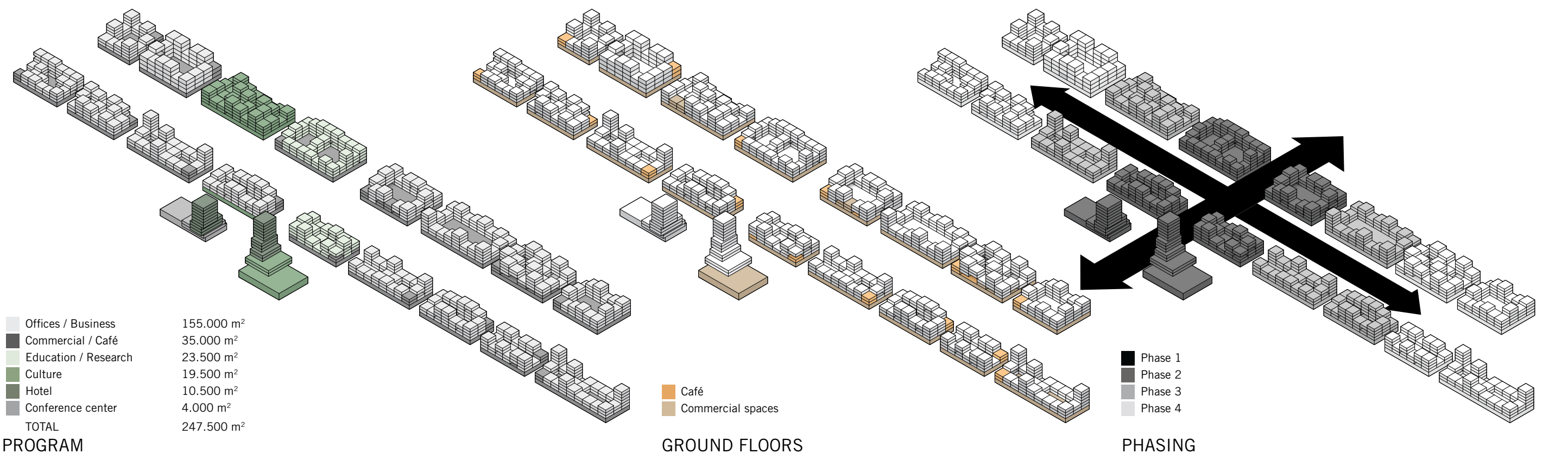
The edge zones of the buildings meeting the public spaces, is an important focus of the design of Södre Munksjön area. The interlace between private and public must be taken care of and integrated in the development, to make a friendly and open minded city, where people feel welcome.

The area around the tracks are fringed with building plots containing offices, culture and education. The plots are designed with robust flexible sizes, to facilitate different developers to take part in building up the area.

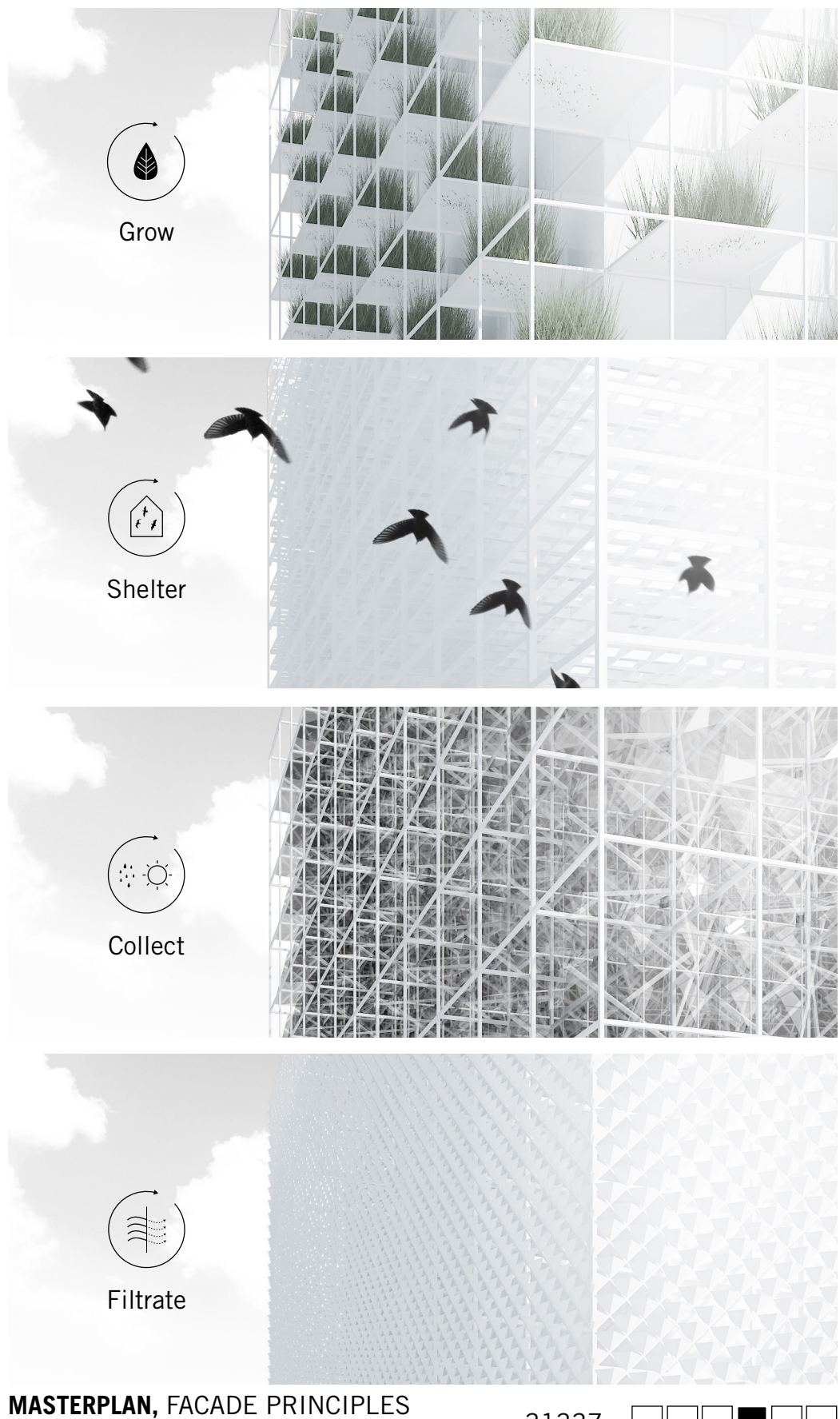
New dynamic facades are a part of an eco friendly strategy that works with the themes of *Grow*, *Shelter*, *Collect* and *Filtrate*. The concept consists of sustainable ideas, where greenery, wildlife, water and sun collection, become an integrated element of the built environment, making nature a natural part of the future human habitat of Södre Munksjön.

The wood of the new station roof, creates a warm and relaxed atmosphere for waiting passengers on the platform and connects the railway with the *Urban Forest* - unifying city, lake and station.

The glulam wood beams are partially open and with glass, which creates a gathering urban roof for the station area as a whole. The roof glass can be used for harvesting energy for the whole Jönköping.



MASTERPLAN, INTEGRATION



MASTERPLAN, FACADE PRINCIPLES



STATION - GROUND FLOOR PLAN, 1:400

FLOW AND ORGANISATION

The station is structured as an open, light, welcoming environment for everyone to feel comfortable and safe within. Mobility and seamless interchange of transportation modes are the main focus in the planning and design of the station, thus making it as accessible and effective as possible.

In the new station, pedestrians are always prioritized and centered in the planning of flows, followed up closely by cyclists and bike facilities that are placed close to the station functions and the accesses to the platform. Secondly are the buses arriving underneath the platform and the light rail that stops on the boulevard in front of the station, making sure that public transportation is the preferred choice.

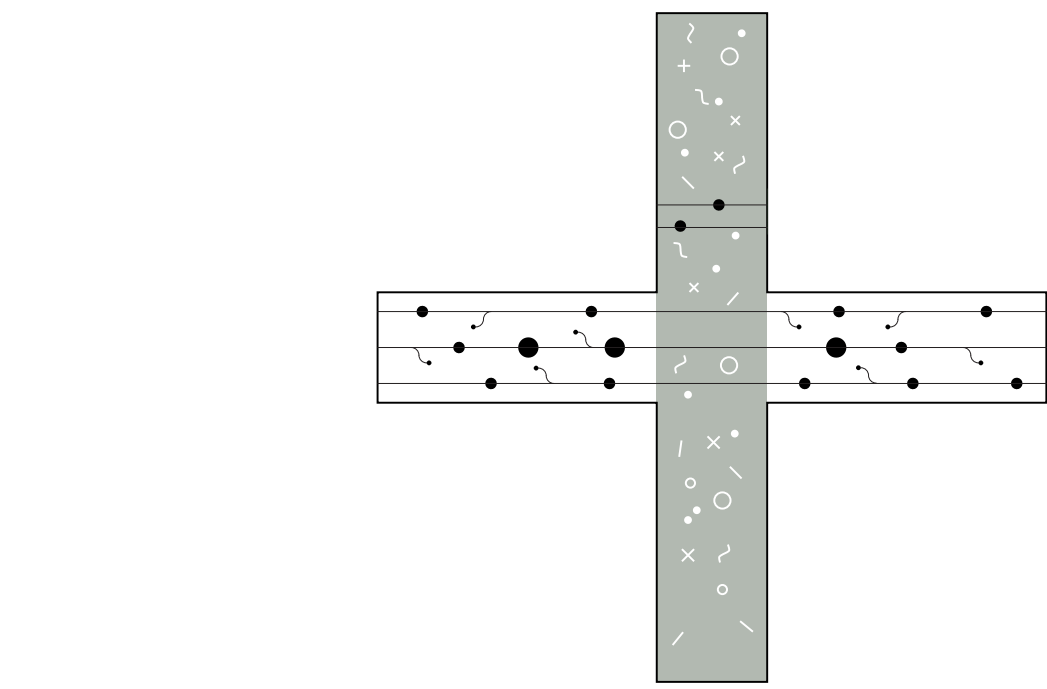
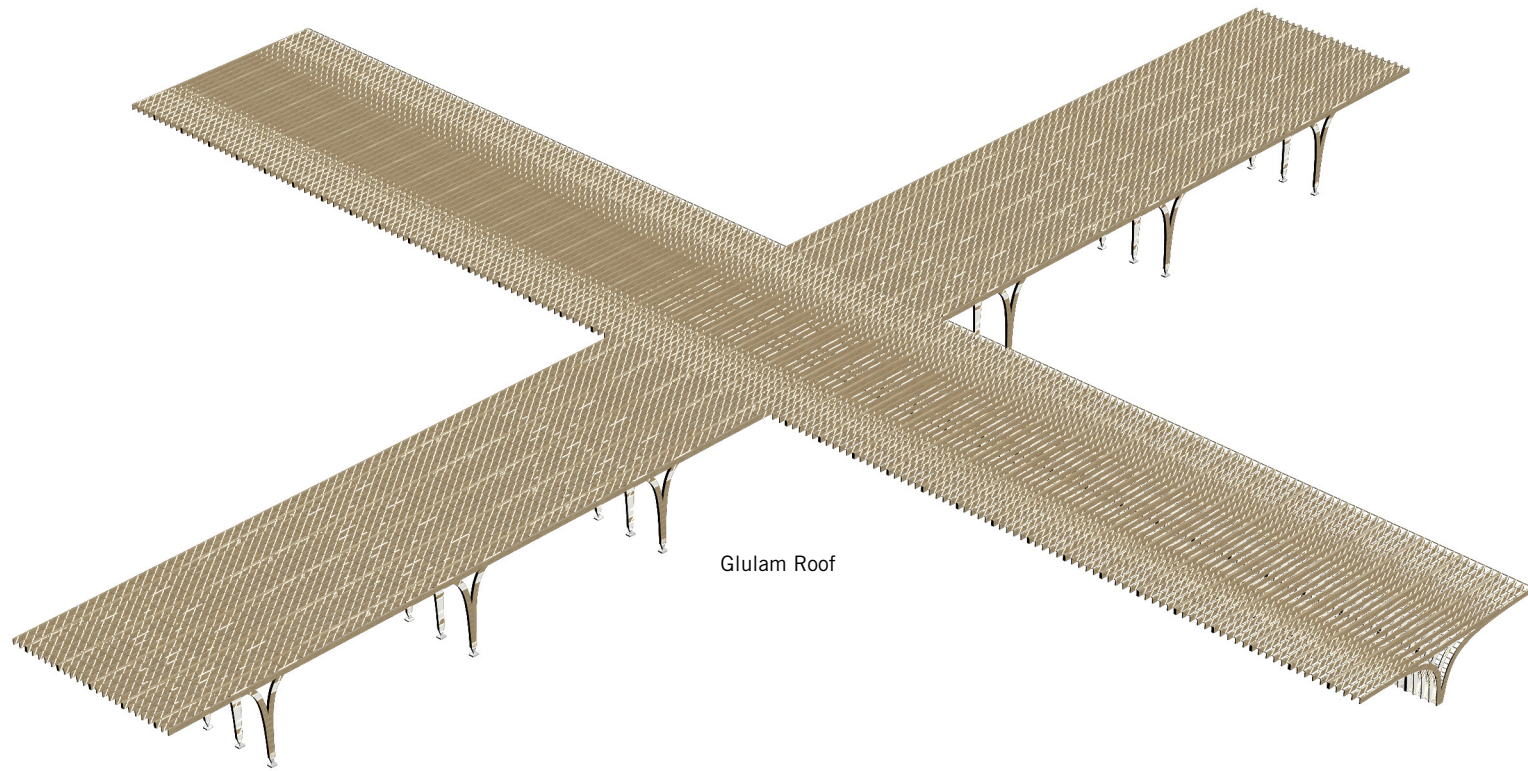
Third come taxis and self-driving cars with “kiss and ride” at the main boulevard and next to the bus station, where the notion of sharing allows users to easily get to their destination in a sustainable way. Lastly come private cars with their underground parking in the adjacent buildings providing an efficient connection to the workspaces above.

The platforms are reachable from a range of escalators and elevators centralised along the rails. The large openings along the platform help to provide daylight to the ground floor below, and create easy navigation from one form of traffic to another.

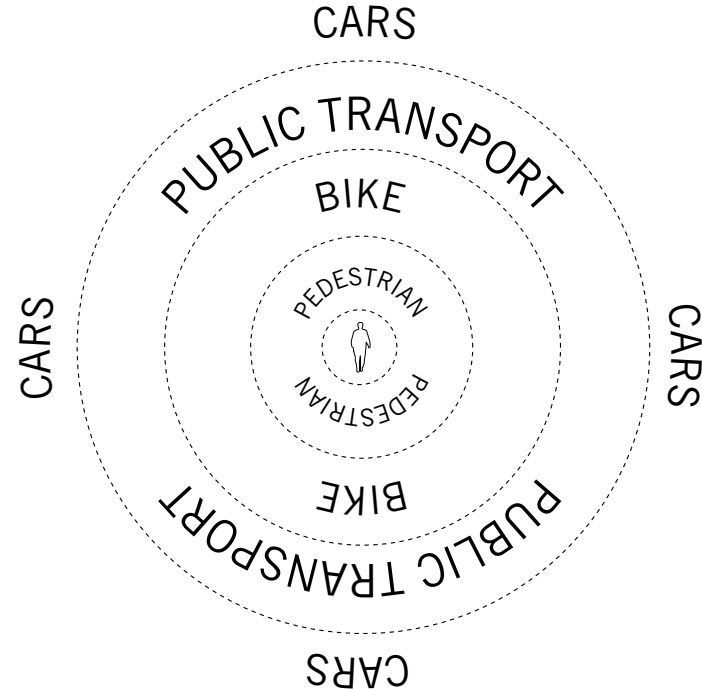
Flow between the different kinds of transportation is carefully planned, and the open ground floor makes it easy to get from A to B.

The open ground floor provides flexibility for future kinds of transportation, and the space can be reprogrammed in different ways according to the current standards.

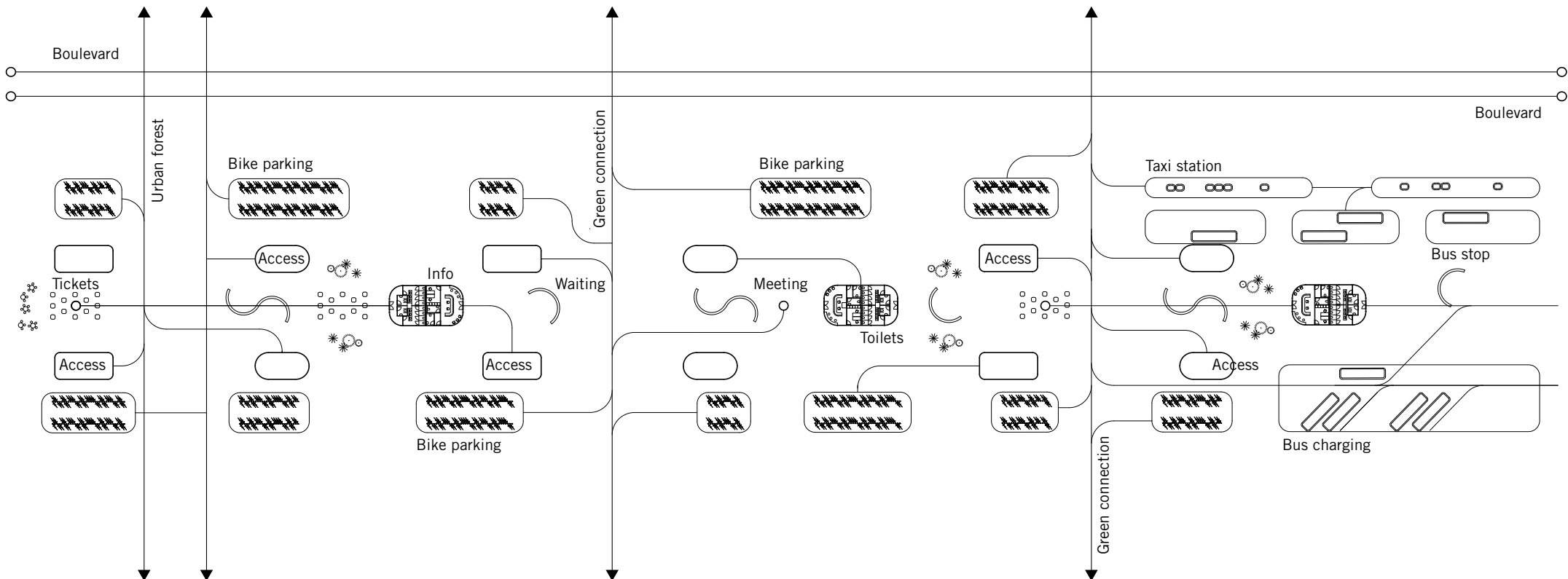
By centering future public transportation around people instead of cars, the station marks a new green way of transportation, with focus on sharing and thereby taking a great step towards a more sustainable future.



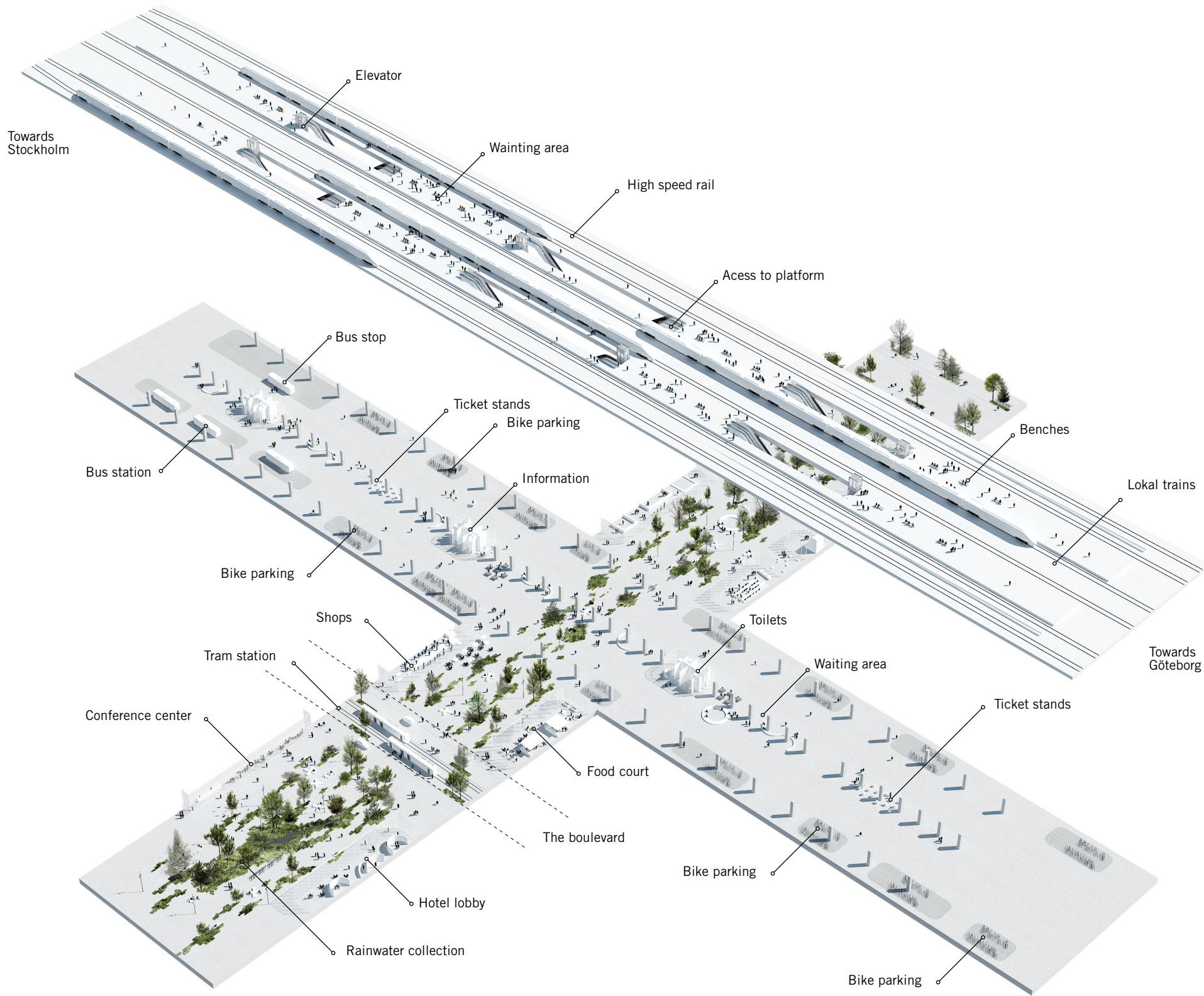
THE CROSSING BETWEEN PUBLIC SPACE AND TRANSPORTATION



TRANSPORTATION HIERARCHY



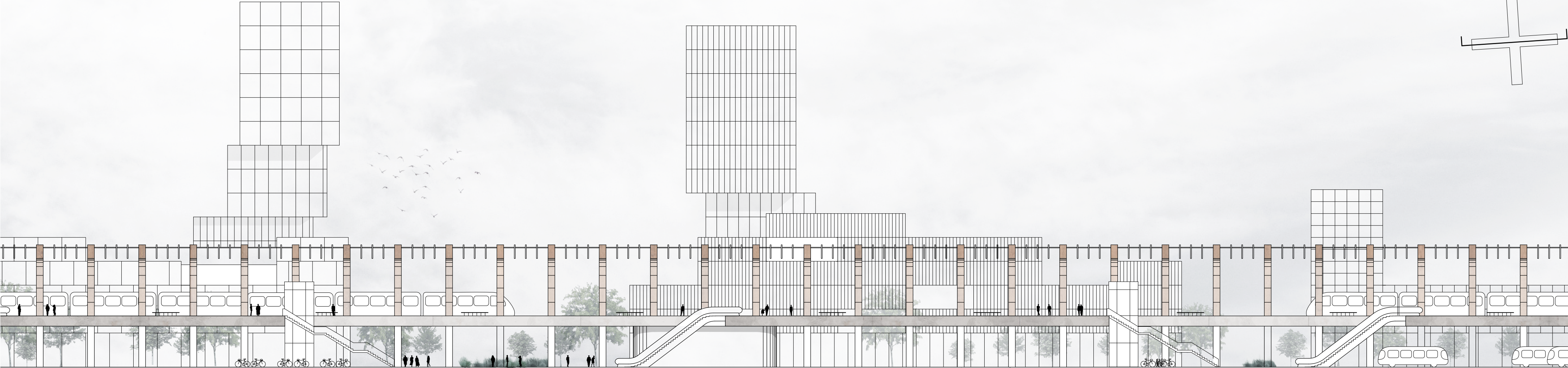
STATION PLAN, ORGANISATION AND FLOW



EXPLODED VIEW OF THE STATION



VIEW FROM THE PLATFORMS



SECTION ON STATION, 1:400

THE FUTURE OF TRANSPORTATION

Transportation concept

The future of urban transport will be about sharing. With more and more people to serve, more and more transportation methods to be used, we need to share the space and the vehicles in new smarter ways.

Our concept for this is to prioritise the space for different traffic forms. Bringing sustainable and shared transportation to the very centre and handling private transportation in the periphery. This is a straightforward attitude for Jönköping to be oriented around sustainable transportation forms.

Pedestrians and bikes are taken straight to the very center of the station, next comes buses and shared electric cars, with the light rails running through the main boulevard having stops in front of the station.

The designed spaces will make an efficient and seamless interchange between transportation forms, making the new station an excellent green hub in the center of Sweden.

2030!

Like today your personal mobility will be an APP in 2030. But the APP will be much more advanced and fully integrated with your life, calendar and planning on your device, you probably don't even own a car or a bicycle. All information about your mobility options is on your device and almost all your transport is performed by shared modes – shared cars, shared driverless cars, shared bicycles, busses, light rail and trains.

Shared bicycles and cars improve accessibility to and from transport hubs, reducing the need for parking space significantly.

You book your ride in advance, whether it's ride in a driverless shared car or you get a shared bicycle from the bicycle stand.

The transit spaces are open and the connection to other transport modes is visually intuitive so it is easy to spot the right mode, it being a high-speed train or a bus.

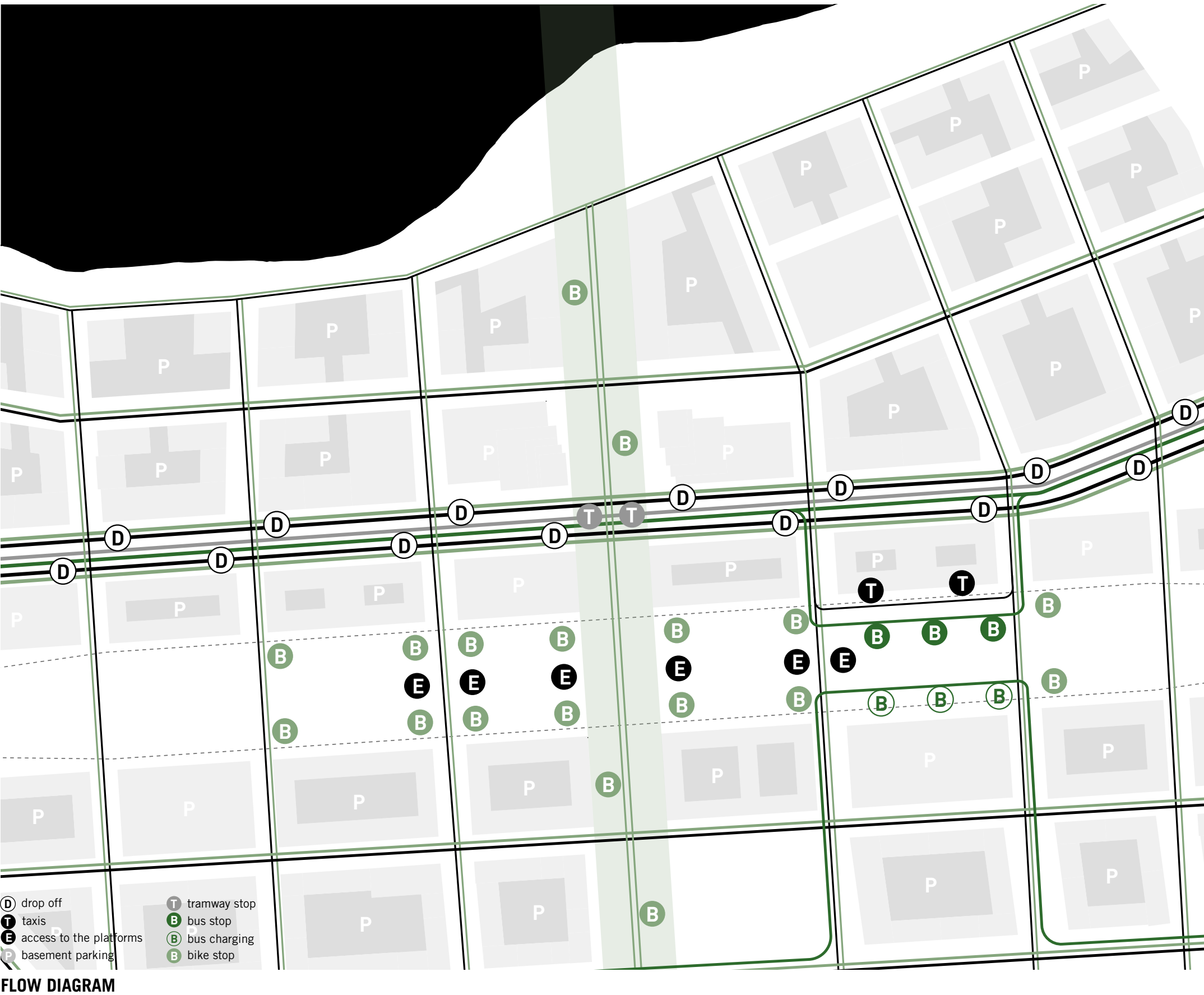
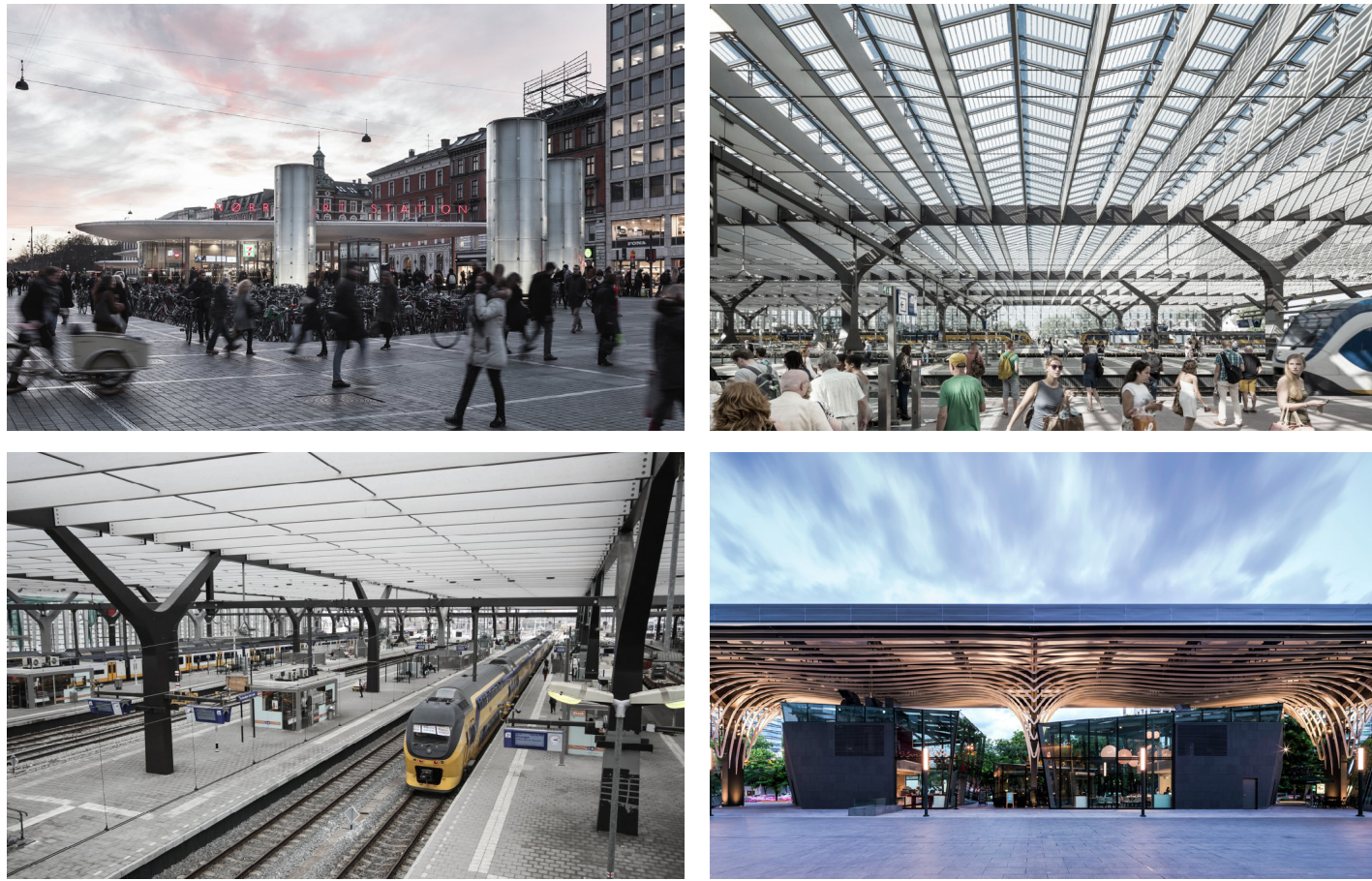
Station and platform level usage will focus on getting passengers in and out of the trains and moving passengers fast and efficient into the surrounding/corresponding transportation possibilities.

The change from today will be in the way passengers receive and use information, both in and outside the train. There will be a much higher degree of real-time data exchange between far

more channels and from many more sources, than today. Both transport related and commercial information from "the city" surrounding the station. This will enable passengers to plan their "next step". This can be continuing the travel locally by the most efficient option whether it is shared car, bus, tram, city-bike and even walking if surveillance of moving mobile devices proves walking to be the best option.

It enables passengers to choose the most efficient transport to and from the station in real-time. Or passengers can choose to stay in the station area using the options suggested via feeds to their mobile device. Providing access to data will be mandatory and must be highly prioritised in the entire Södra Munksjöen area.

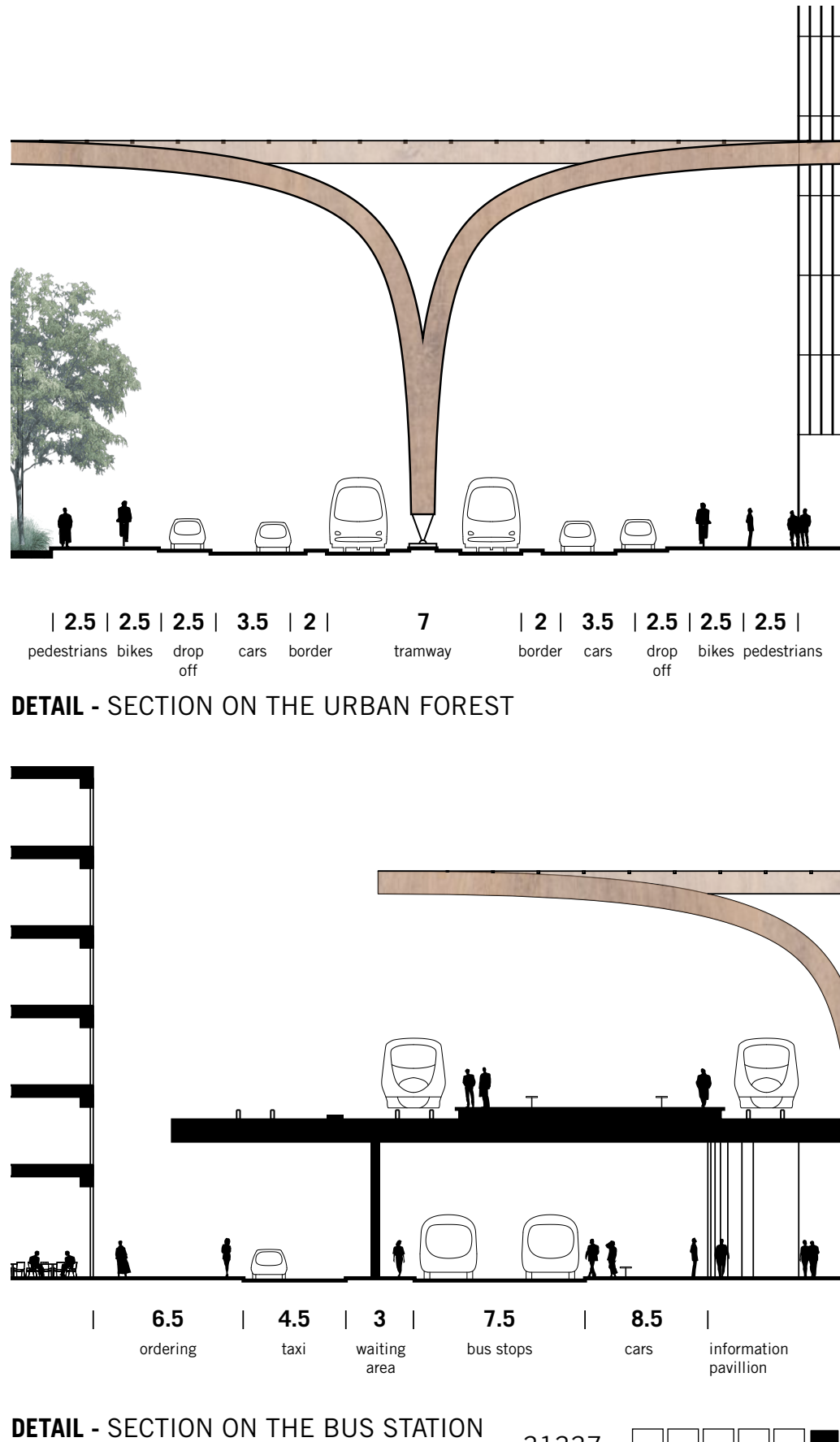
Welcome to the future of transportation!



FLOW DIAGRAM



FLOW DIAGRAM - PUBLIC TRANSPORT



DETAIL - SECTION ON THE BUS STATION