

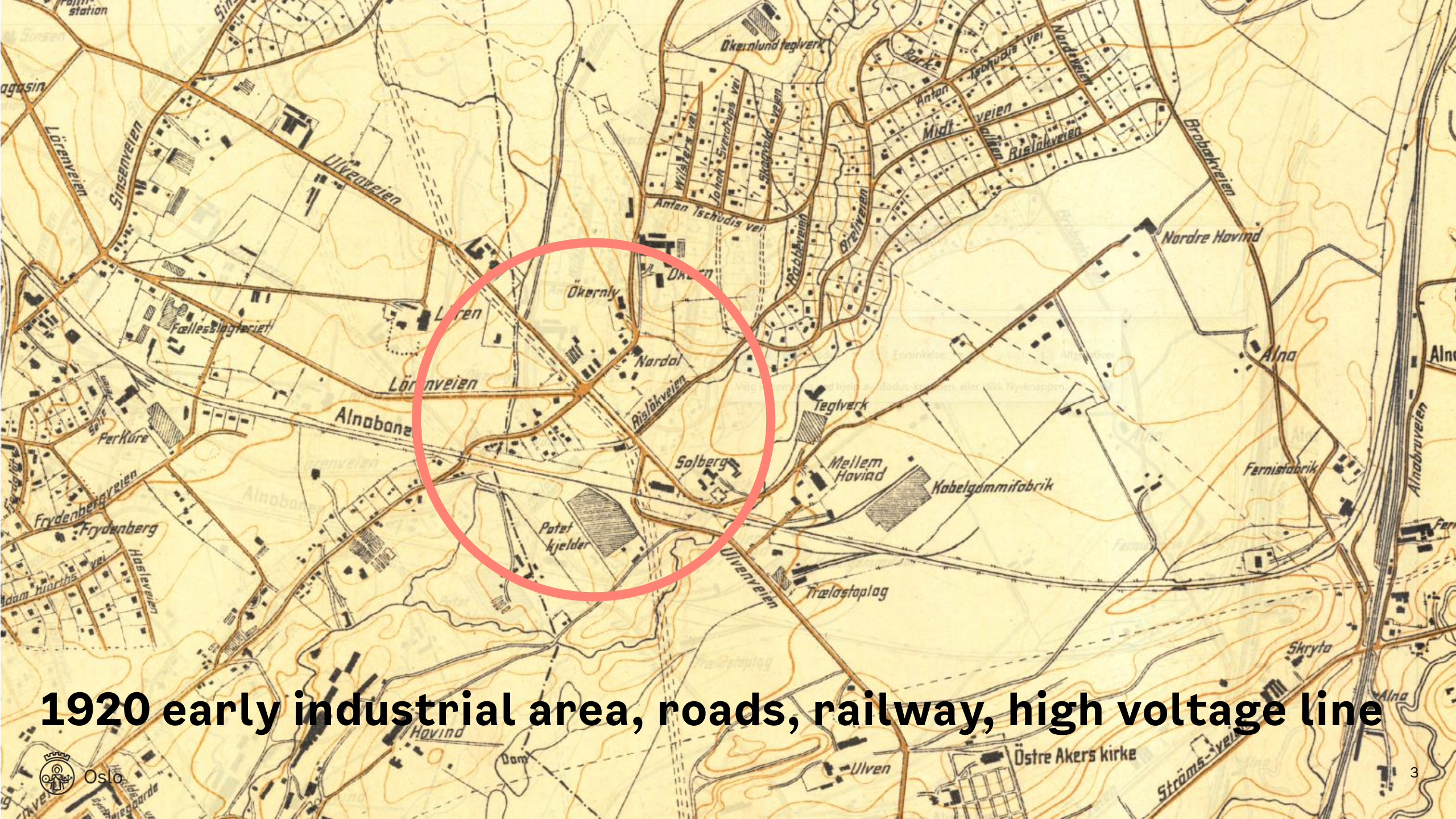


EUROCITIES case ØKERN

Ana Golub Dikic, PBE
Hovinbykonferansen, 18.04.2024



1810 rural area, farms, country roads and rivers



1920 early industrial area, roads, railway, high voltage line



Oslo



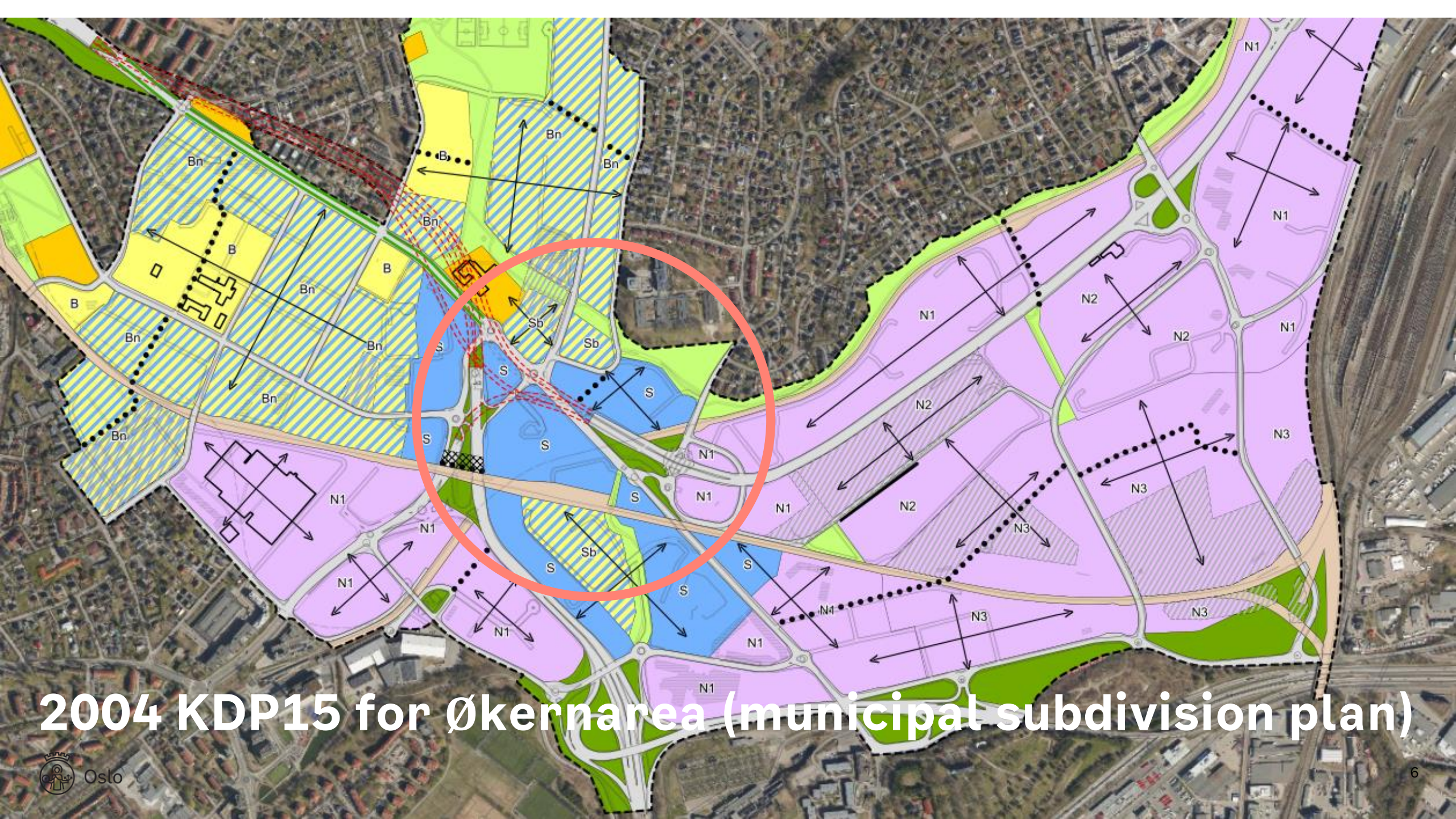
1940 industrialization around Økern crossroads



Alna chem. Fabr.



1970 suburbia, road junction, subway line, high rise



2004 KDP15 for Økernarea (municipal subdivision plan)



2010 remodeling of road junction starts



2012 plan for a mall, water park and housing

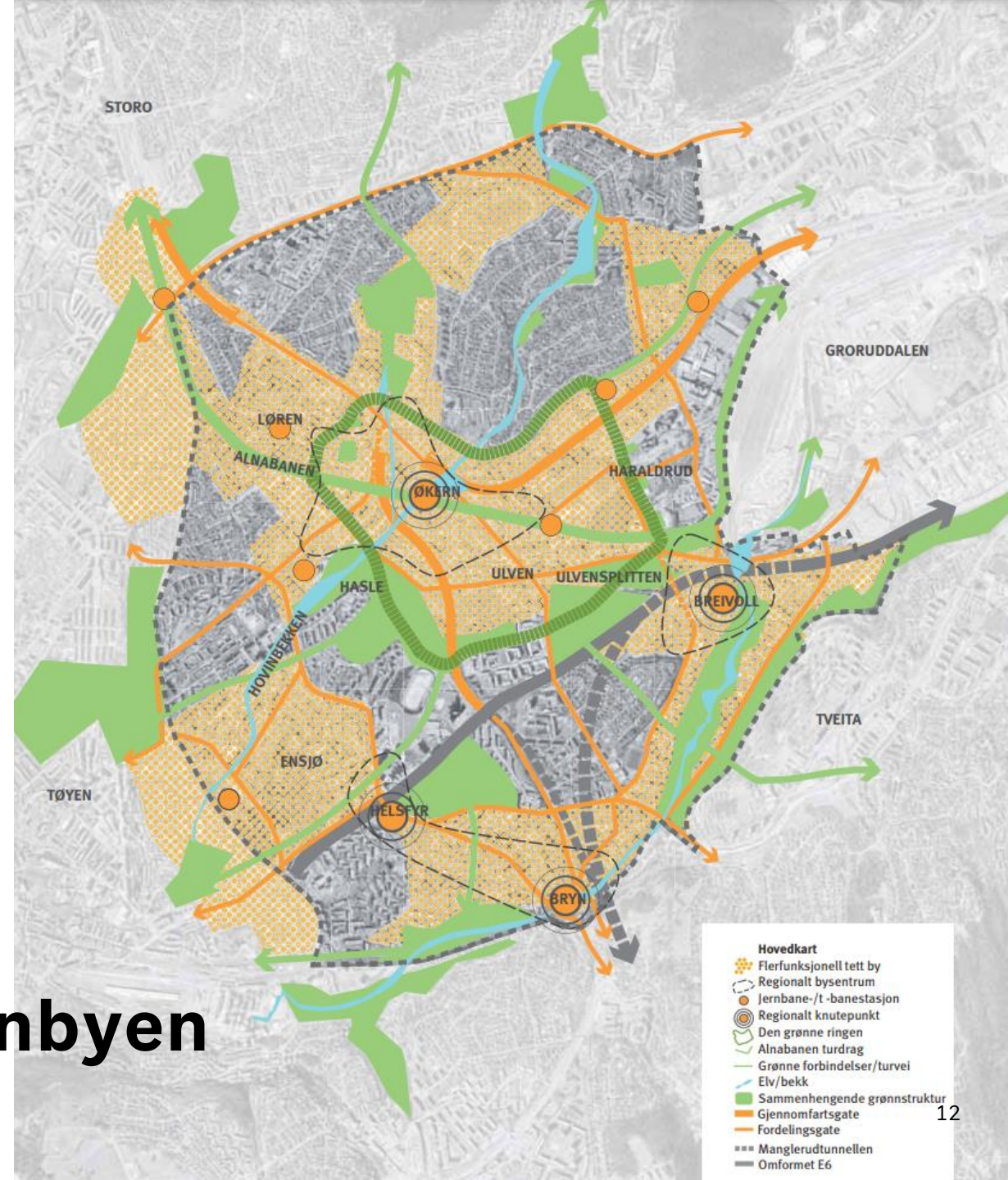


2015-2018 VPOR (indicative plans for public spaces)

Goal:

Walking, cycling and public transportation must be the simplest and most attractive ways to travel in Hovinbyen

2018 Strategic plan for Hovinbyen



- Hovedkart**
- Flerfunksjonell tett by
 - Regionalt bysentrum
 - Jernbane-/t-banestasjon
 - Regionalt knutepunkt
 - Den grønne ringen
 - Alnabananen turdrag
 - Grønne forbindelser/turvei
 - Elv/bekk
 - Sammenhengende grønnstruktur
 - Gjennomfartsgate
 - Fordelingsgate
 - Manglerudtunnelen
 - Omformet E6



2018 Strategic plan for Hovinbyen



Oslo



2018 Strategic plan for Hovinbyen

All the roads must adapt to the dense city and have a sidewalk

2018 Strategic plan for Hovinbyen



All the roads must adapt to the dense city and have a sidewalk

At least 50% of the street area must be reserved for pedestrians, public life and vegetation.

2018 Strategic plan for Hovinbyen



Oslo



All the roads must adapt to the dense city and be designed as streets with sidewalk

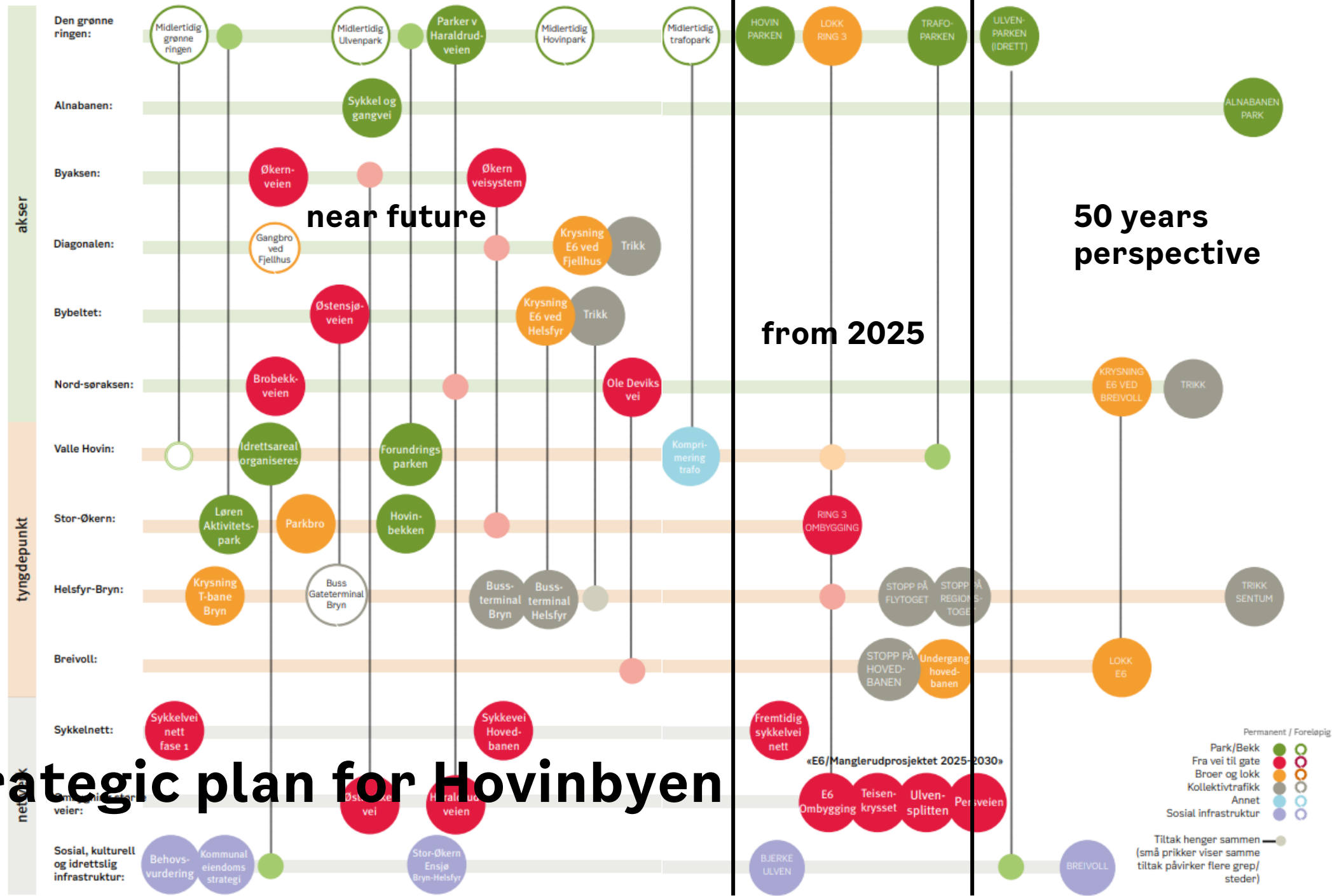
At least 50% of the street area must be reserved for pedestrians, public life and vegetation.

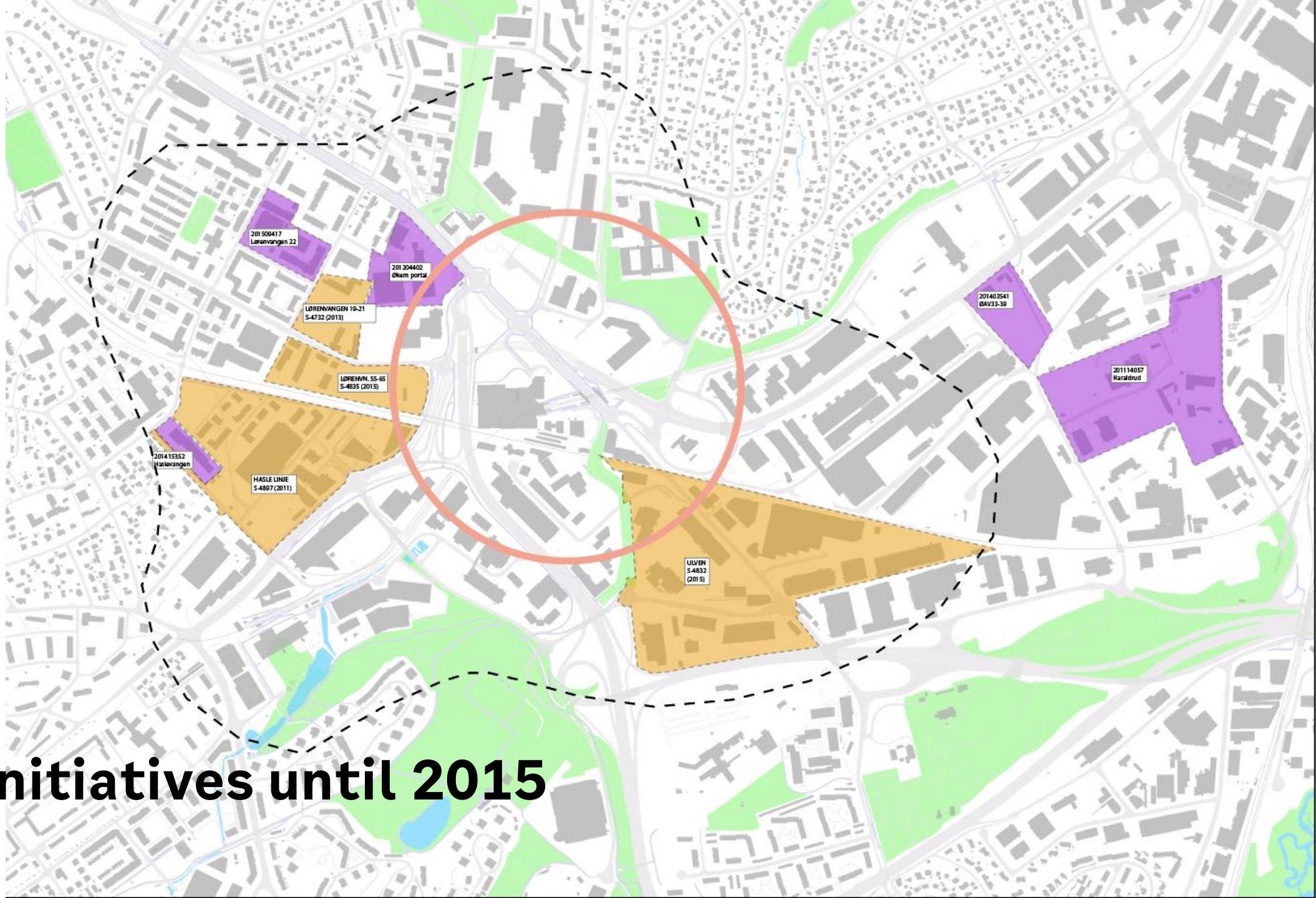
Barriers must be crossed in plan.

When crossing in levels is required, the bridges or underpasses must be wide, and well lit and designed.

2018 Strategic plan for Hovinbyen

2018 Strategic plan for Hovinbyen

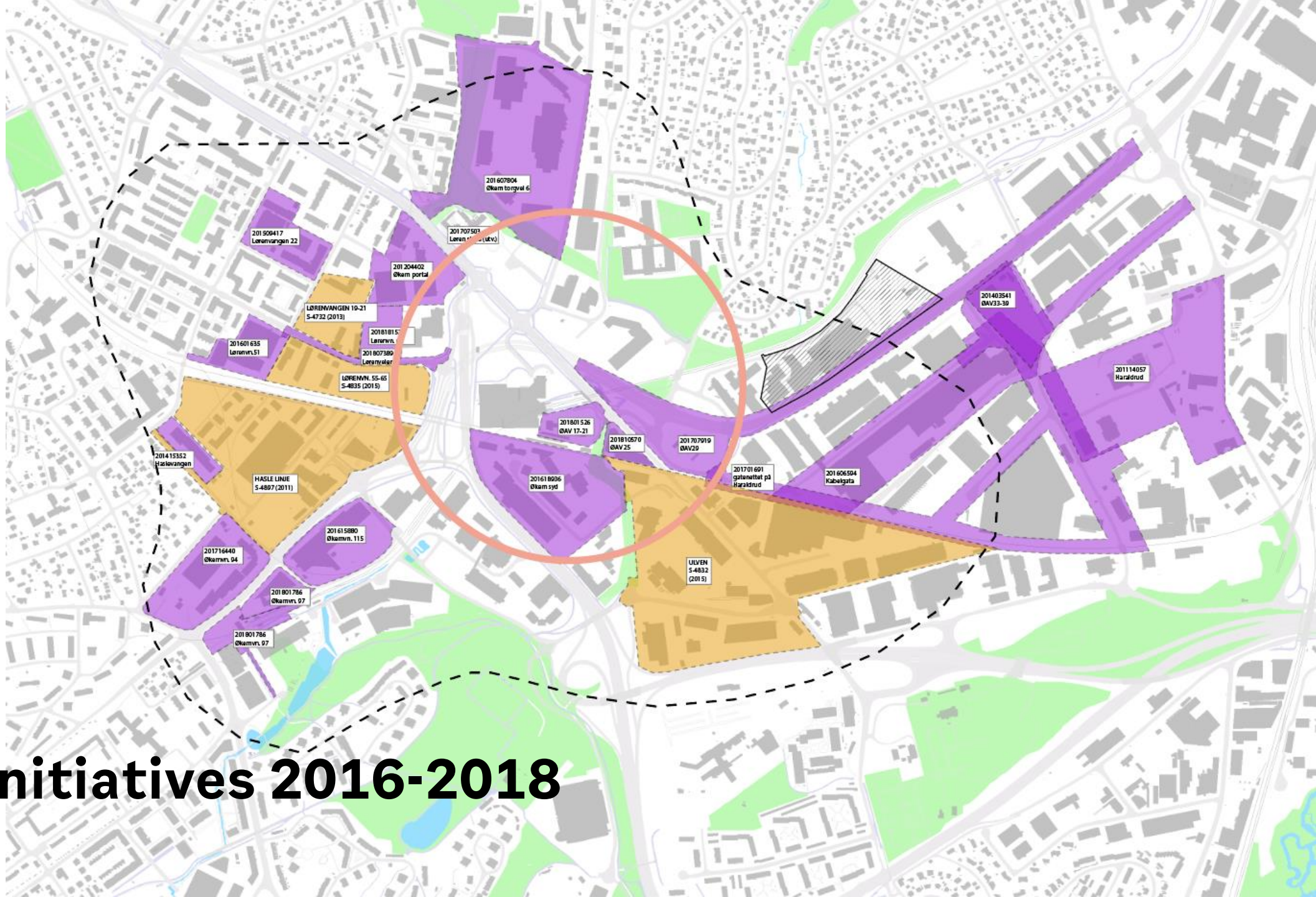




Private initiatives until 2015



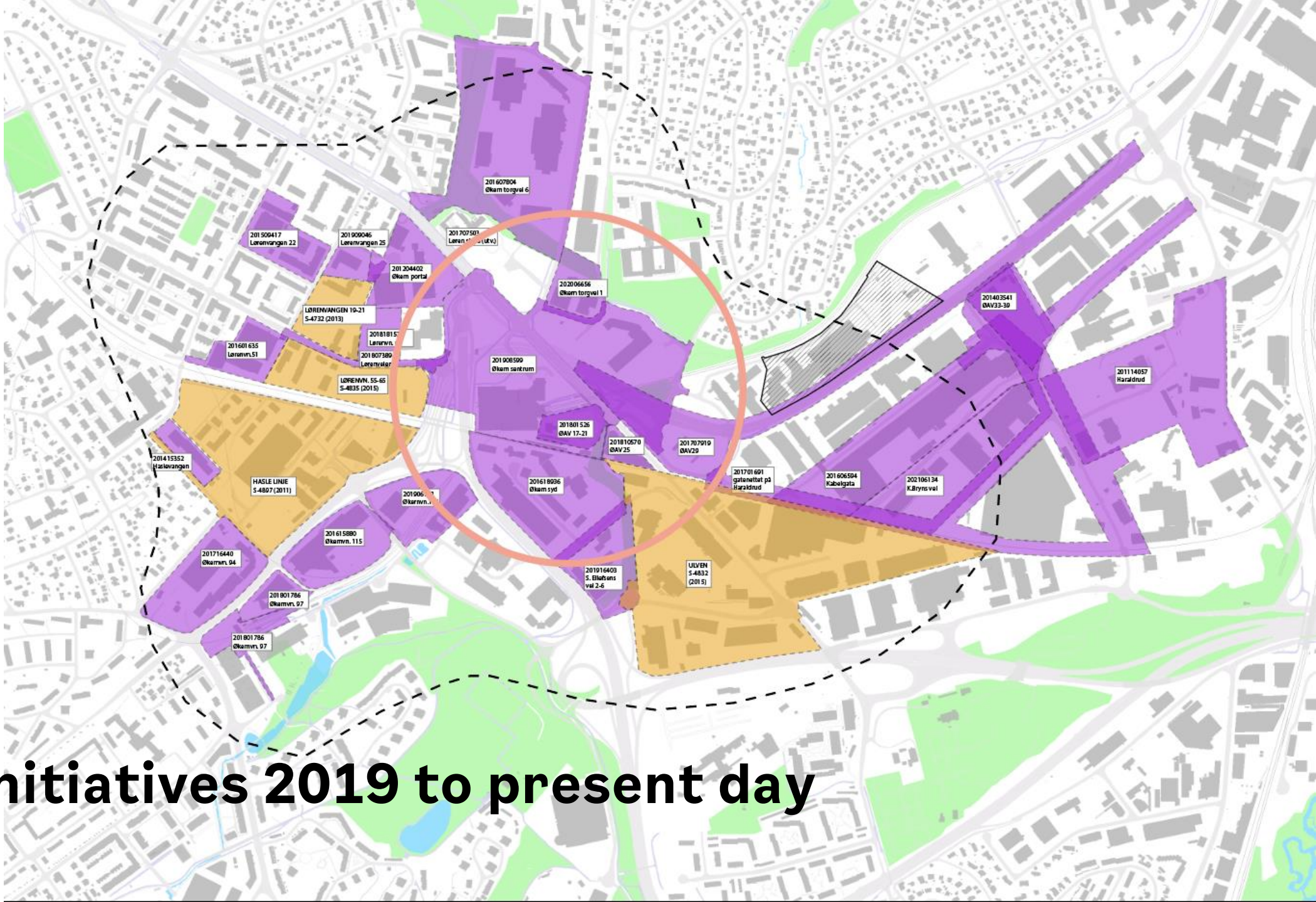
Oslo



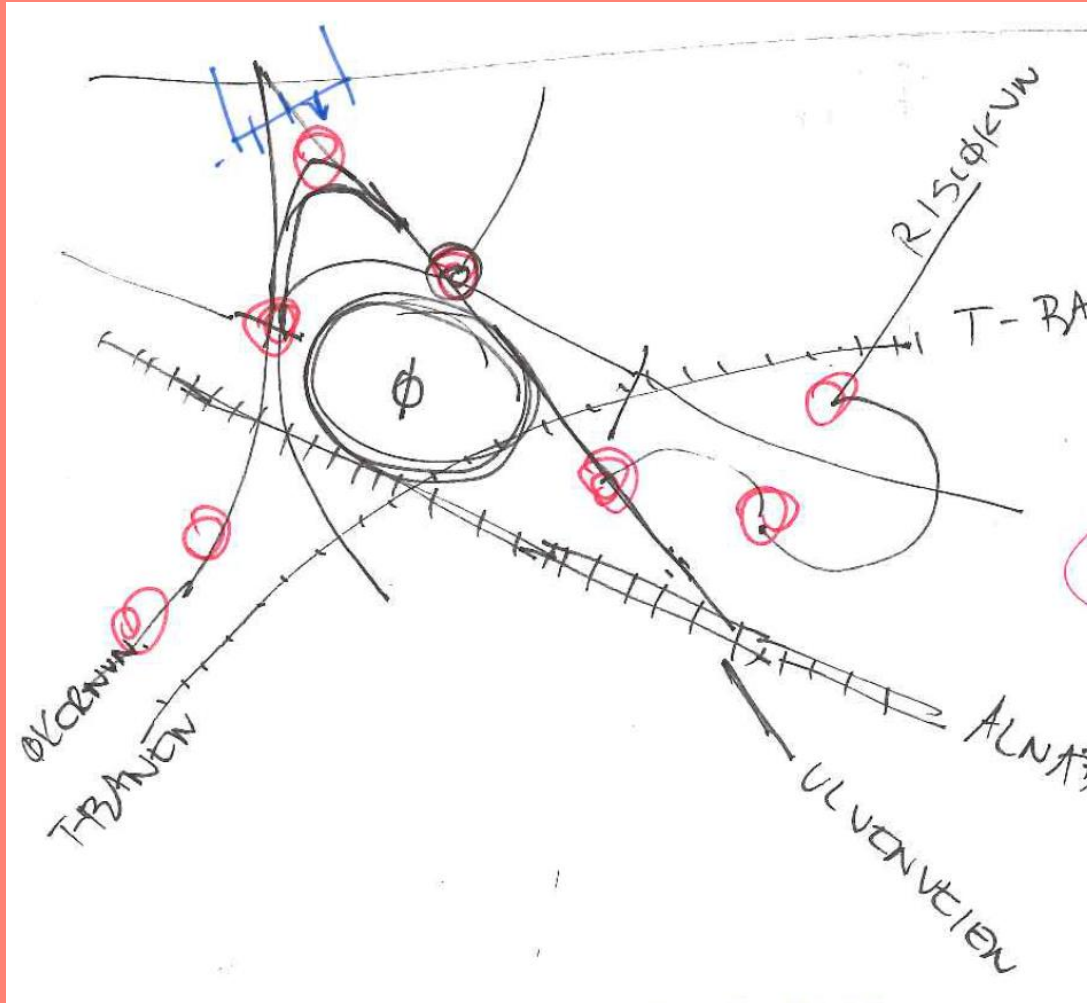
Private initiatives 2016-2018

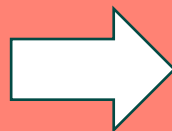
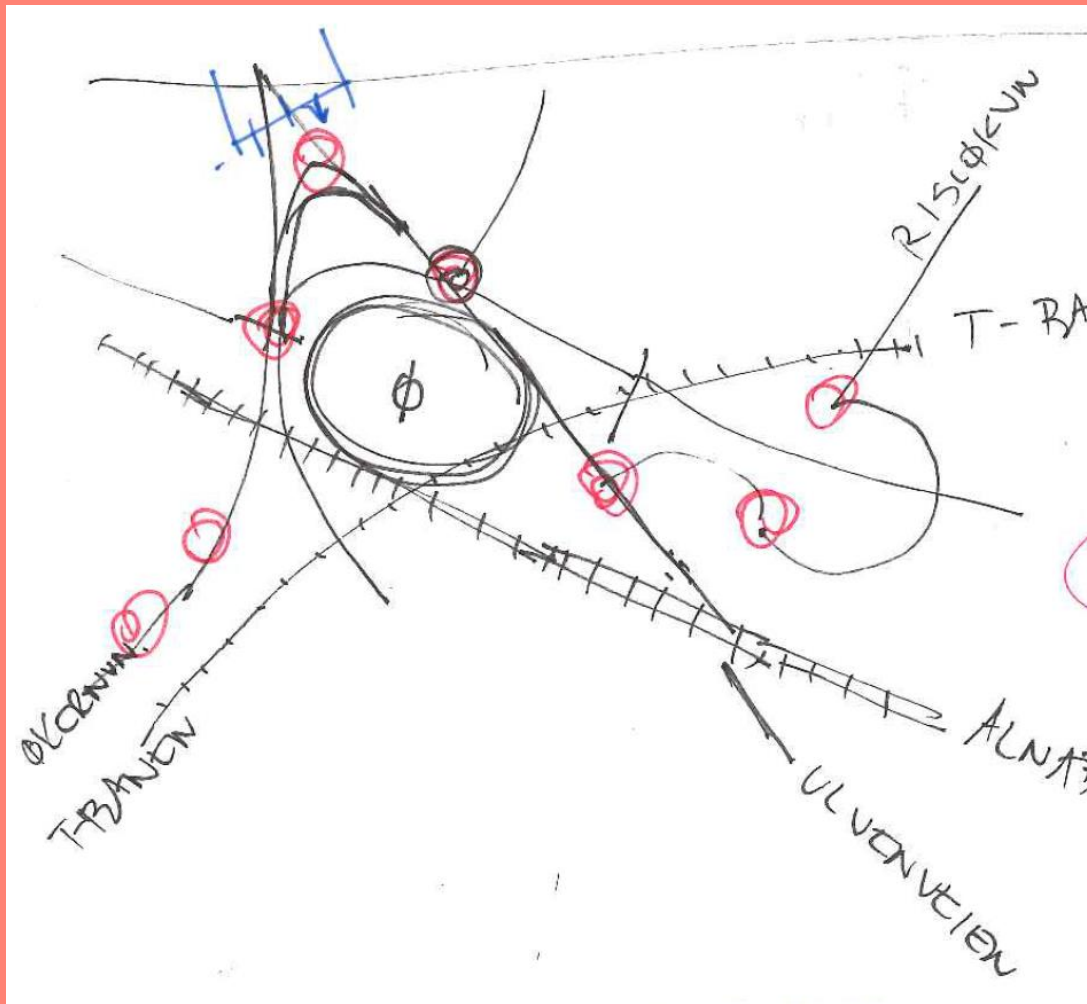


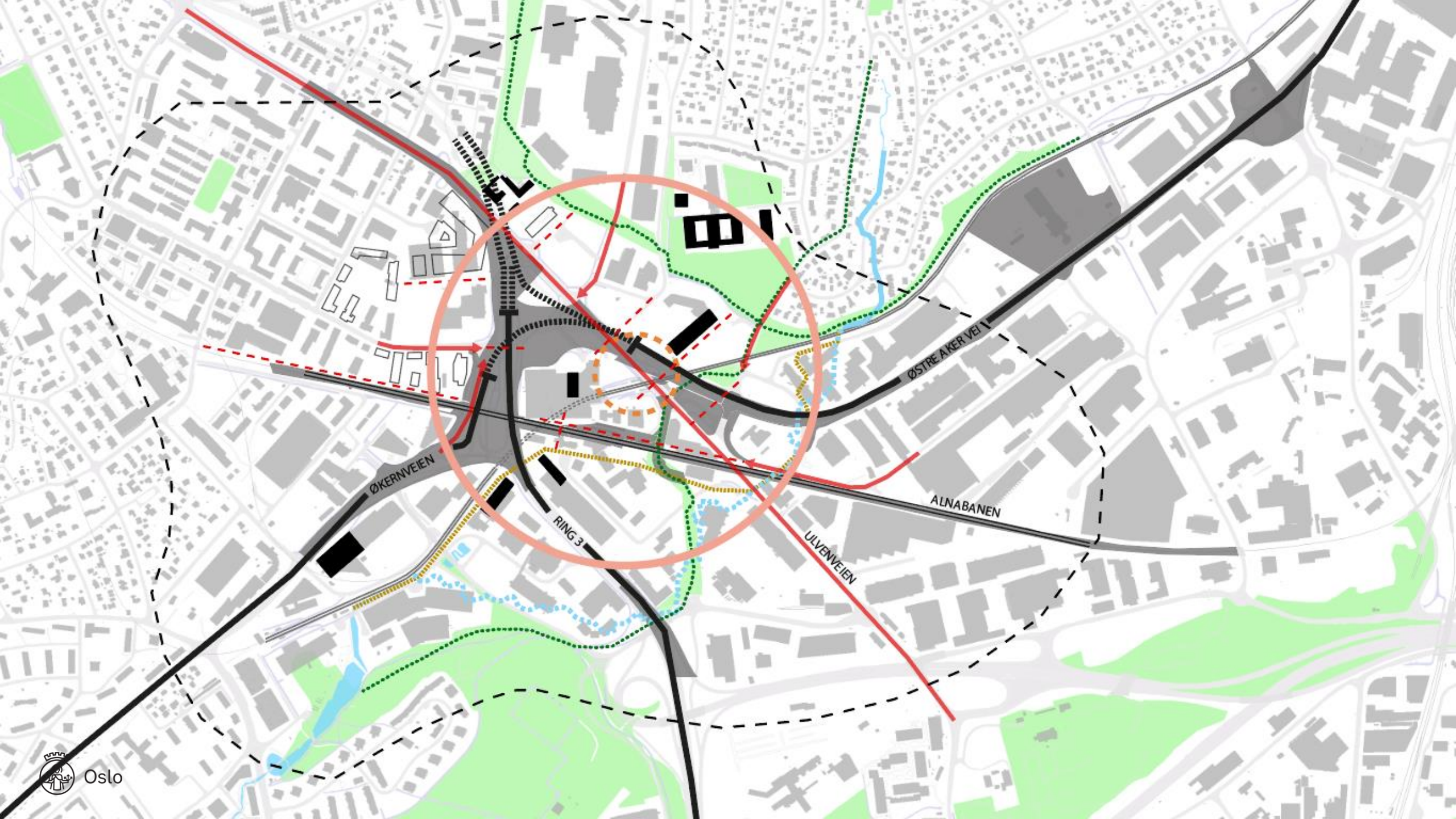
Oslo

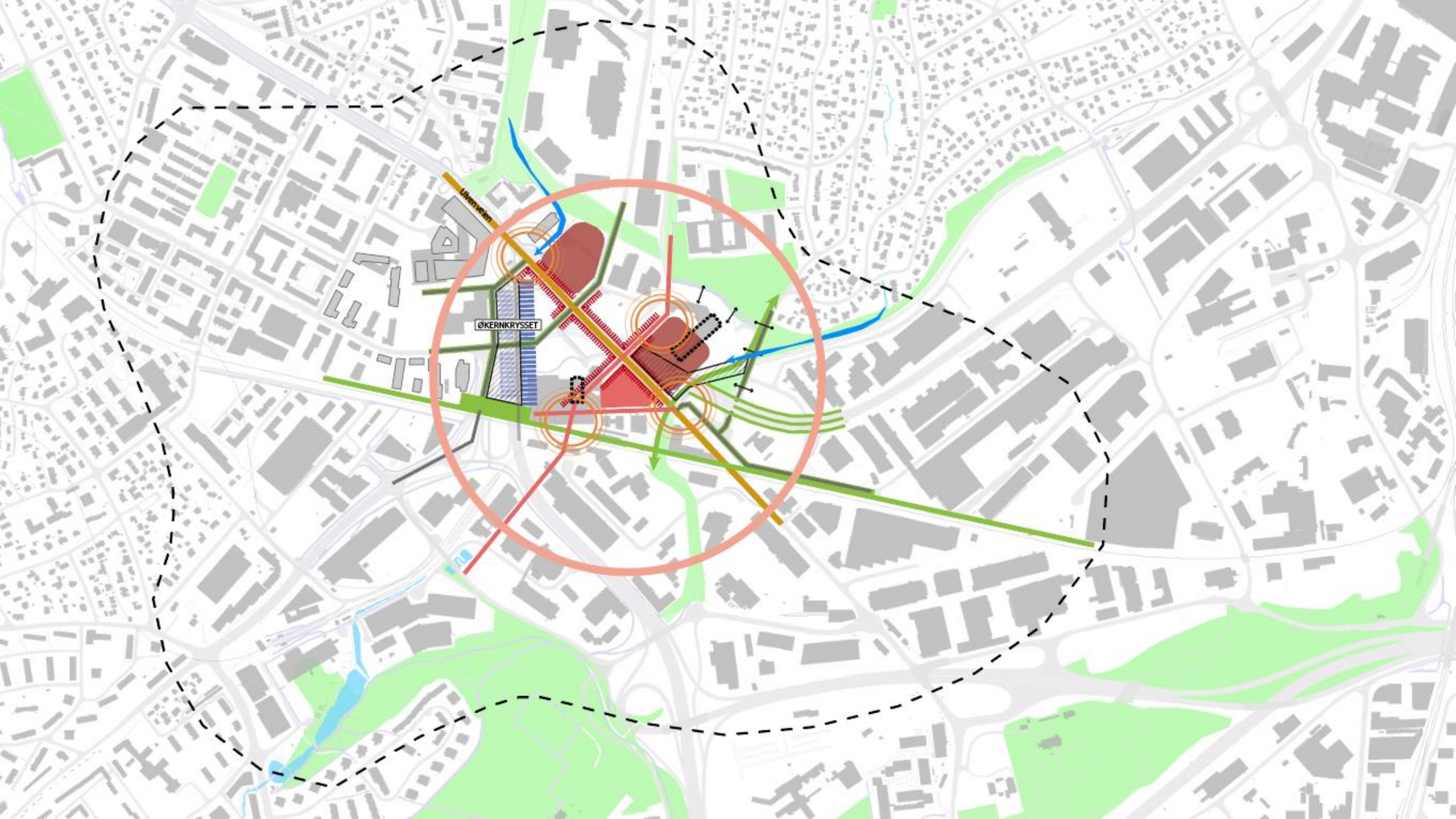


Private initiatives 2019 to present day









Østergade

ØKERNKRYSET

Østergade

Østergade

1
urban development of a central area on Økern and connection to adjacent urban areas

street typologies

local street network

national road network

public spaces network

public transportation

barriers

landuse

direction/orientation

landmarks

building hights and footprint

green areas and parks

Streams:

- Refstadbekken

- Hovinbekken

cultural heritage

stormwater management

missing links

requirements/routes and conflicts

consequences

housing/bussines ratio

retail

planning process

chools/kindergartens/nursing homes

culture/sports/public services

Theses and tasks





2024 Økern today



Økern in the future according to Strategic plan for Hovinbyen