



Developing the Stockholm Central Station Area

Invitation to prequalification for a parallel commission

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Parallel Commission for Developing the Stockholm Central Station Area

Welcome to take part in the prequalification for participating in the parallel commission pertaining to the development of the Stockholm Central Station area. The result of the parallel commission will form the basis for consultation documents for a new zoning plan for the area. The intention of the parallel commission is also to select a consultation group who can further develop consultation documents as well as parts of the plan, integrating them into the programme and the planning, in collaboration with Jernhusen, the organiser of the parallel commission. The development of the new zoning plan for the area is a collaboration between Jernhusen, the City of Stockholm and the Swedish Transport Administration.

*Kerstin Gillsbro,
CEO Jernhusen*





Jernhusen makes a difference for people and the environment by promoting increased rail travel and transportation

On Jernhusen

Wholly owned by the Swedish government, Jernhusen is a property company that contributes to a better transport sector and a more sustainable Sweden by owning, developing and managing station areas, maintenance depots and road-rail combined terminals.

Our properties will make the railway more attractive for both travel and freight transportation. Since its formation in 2001, Jernhusen has invested some 14 billion SEK in properties that contribute to a better railway infrastructure.

We rally around a shared idea of the importance of sustainable transportation in an increasingly urbanised society faced with major climate change impact. By transforming our station areas into sustainable, living neighbourhoods more people can live, work and spend time in proximity to stations and travel sustainably.

Jernhusen owns a substantial amount of land adjacent to the central stations in Stockholm, Gothenburg and Malmö, and in other Swedish regional capitals. Growing

rapidly, these cities can be densified in a sustainable way as we develop the station areas and support regional growth.

There is increased awareness of the financial and practical sense of commuting by public transport instead of by car. Railway stations are about to recover the importance they enjoyed when they were instrumental in introducing modernity and growth to cities. A growing number of people have the desire and ability to use trains for both travel and transportation, for the benefit of people and the environment. Rail travel is experiencing a new golden age, thanks to the increased awareness of the need for sustainable development.

Sustainable Urban Development for Sustainable Travel

Jernhusen’s vision of making a difference for people and the environment by promoting increased rail travel and transportation is fundamental to the urban development of the Stockholm Central Station area. By developing the station and its immediate surroundings we will improve travel comfort, cope with future travel demand and develop the centre of Stockholm. We call it sustainable transit-oriented urban development.

Transit-oriented Urban Development Contributes to Agenda 2030

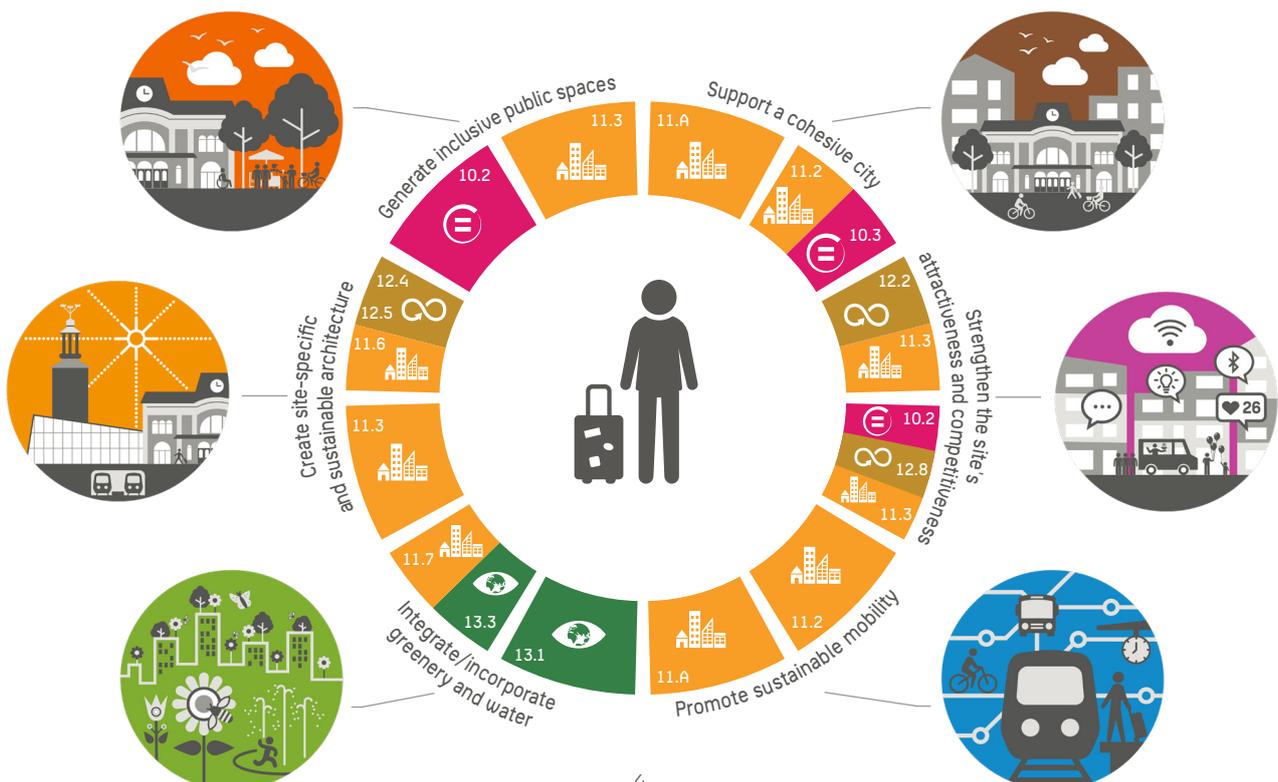
An additional purpose of Jernhusen’s work with transit-oriented urban development is to contribute to the global sustainable development goals - Agenda 2030. In order to explicitly relate Agenda 2030 to Jernhusen’s transit-oriented urban development of the Central Station area, we employ the tool “Citylab Action Guide” for sustainable urban development, developed by Sweden Green Building Council. The Citylab Action Guide identifies a number of sustainability indicators for urban development, all of which are related to one or several of the global goals for sustainable development. For the project, Jernhusen has drawn up specific goals based on those described in the programme for the parallel commission.

Our Positions

Jernhusen’s transit-oriented urban development is focused on the traveller. What this means is laid out in Jernhusen’s quality programme for “Transit-oriented urban development” where we present six positions that form the basis of our urban development work. They stipulate that we should:

- Promote sustainable mobility
- Support a cohesive city
- Create site-specific and sustainable architecture
- Strengthen the site’s attractiveness and competitiveness
- Integrate greenery and water
- Generate inclusive public spaces.

This is further explained in the programme for the parallel commission.





The Site



In the Middle of Stockholm Since 1871

Stockholm Central Station was inaugurated on July 17th 1871. At the time a hundred people a day travelled by train.

Train travel increased steadily until the 1960s. The Central Station and its surroundings were an important hub for travel and for shops, restaurants, hotels and other businesses in Stockholm.

As road and air travel took over, the station area became encircled by road systems and turned into the back end of Stockholm city centre.

In the 2000s, rail travel has again begun to increase, and the area has slowly developed into a more attractive place.

80% of all journeys in Sweden begin or end in Stockholm. Some 222,000 people pass through the station every day, constituting the largest travel flow in Sweden.



The area is confusing and not the grandiose entrance to the capital that it once was

How is the Area Perceived Today?

Changing an area that many people use daily requires attentiveness to their views. In order to understand how to bring about the Central Station area's journey back to its position of a natural meeting place and the entrance to the capital, we asked people how they experience the area today and what they think is important to consider when it will be developed.

"A Meeting Place for Want of a Better One"

Jernhusen has thoroughly investigated how the area is perceived and how it can be improved, by conducting dialogues, site observations of pedestrian movements and visits and by an urban environment analysis. The dialogues included an open, qualitative online survey, a qualitative survey, in-depth interviews with focus groups and on-site intercept interviews.

The results indicate that there are considerable shortcomings in terms of accessibility as the area is perceived as complicated to navigate to for pedestrians and cyclists. Many feel unsafe, especially at night and in some parts of the area also during the day. Certain areas are perceived as deserted and desolate. There is a shortage of pleasant green meeting places and a lack of contact with nearby open water surfaces. Few people think of the area as somewhere they would like to spend time. Most people regard the Central Station

area as solely associated with commuting to work, not as a place to hang out after work. Barriers of roads, split levels and car parks create a stressful, noisy and confusing environment. The image is of a cold, unsafe, hard, vast and grey environment. It is a "meeting place for want of a better one" and not a destination in itself. The area is confusing and not the grandiose entrance to the capital it once was.

More of Everything!

The wish list of the people of Stockholm features more green areas, more restaurants and a simpler and safer environment for pedestrians, which corresponds to the expressed shortcomings of the Central Station area. Many people want services that would make everyday life easier, and more street-level entrances, as well as cafés and restaurants with outdoor seating and cultural offerings like museums and libraries.





Many people want activities that attract “normal people” to the area, which can include sports and events that activate the site around the clock and populate the outdoor environments.

The area currently comprises a great number of offices as well as the Waterfront Congress Center and the World Trade Center, which attract many visitors every year. There is a desire that the events that take place in the Waterfront should “filter out” to public space to enrich city life.

Confusing and Inaccessible

The Central Station area is largely experienced as inaccessible and confusing, partly because of the split-level structure and the shortage of alternative routes to avoid areas that are perceived as unsafe.

People who live and work in the area point out that tourists have great difficulty in finding their way to famous attractions and destinations from their various entry and connection points in the area. Many people also find it complicated to change between different modes of transport as well as locating travel services.

Pedestrians Have Been Neglected

The Central Station area’s social value has decreased at the same rate as accessibility for road and rail traffic has increased. The fact that pedestrians and cyclists have been neglected is also evident in the design of the streets, with an ambiguous traffic hierarchy and unclear in-

formation for pedestrians at crossings, with too narrow pavements and unsafe conditions for cyclists. Another flaw in the pedestrian system is that some places have poor or no accessibility for disabled persons.

Because of traffic barriers, over-passes and long crossing distances the Central Station area is generally perceived as cut off from the rest of the Stockholm city centre, despite being geographically close.

Top Ten List

What should be improved in the Central Station area?

1. More greenery
2. More restaurants and cafés
3. Easier to walk
4. Safer
5. More street life
6. Better places for meeting friends
7. New housing
8. More shops and services
9. More peace and quiet
10. Easier to cycle

The result of a 2018 open, qualitative online survey



STATION



Klarabergsviadukten
47-49

69 Kaknästomet

It is a 'meeting-place for
want of a better one' and
not a destination in itself

More Stockholm to Love!



Illustration:
David Wiberg

The Vision

This is where a new part of the city will emerge. A back end of Stockholm will become an inviting place in the centre of the city with a vibrant street life. It will add more Stockholm to love.

The city will move in on new ground on top of the railway yard. The street Klarabergsgatan street will become a living square and the roof of the new station building will provide stunning views of the city. It will be a place that welcomes everyone to the capital of Sweden. Attractive workplaces will foster the talents of the future. Shops, restaurants and cafés will provide the area with its pulse. In a world of increased competition, Stockholm will emerge stronger.

The new station will make travel smoother, easier and more pleasurable. It will offer peaceful green environments and inspiring cultural activities. An urban environment with sustainable architecture and well-thought-out planning will create an area that looks forward and upward in order to regain its former glory as the hub of the city.

Welcome to Centralstaden!

From coffee to champagne.
It will be an easy-going place!

The Identity of the Site

These words are qualitative and character-creating concepts that will help us develop the area into “more Stockholm to love”. They reveal how we want people to experience the area in the future. **Welcoming**, **Guiding** and **Authentic** represent the constant experience on the site. **Stockholmanian** and **Expressive** will be distinctive for the area. **Effervescent** represents the element of surprise.



Stockholmanian

Fearless, curious, innovative and confident. A world renowned metropolitan pulse close to both water and greenery.



Expressive

Sustainable architecture and design reinforce the identity of the place with attention to detail. Artistic expression offers both permanent and fleeting affordances.



Effervescent

Wow! The energy here is intoxicating! The place is alive and edgy, just like Stockholm itself.



Guiding

Smart solutions for current and future needs - for everyone who travels, works and visits. This is a place that doesn't take your time, but enriches it.



Welcoming

This is where Stockholm welcomes everyone to an inviting and safe environment that lives, breathes and inspires - any time of day or night.



Authentic

A place that is what it is. Details, knowledge and qualities create a unique environment for future needs in a setting whose history is always present.

With the station as a hub, to clearly contribute to developing the centre of Stockholm into an active, integrated and attractive 24-hour city

Common Goals for the Site

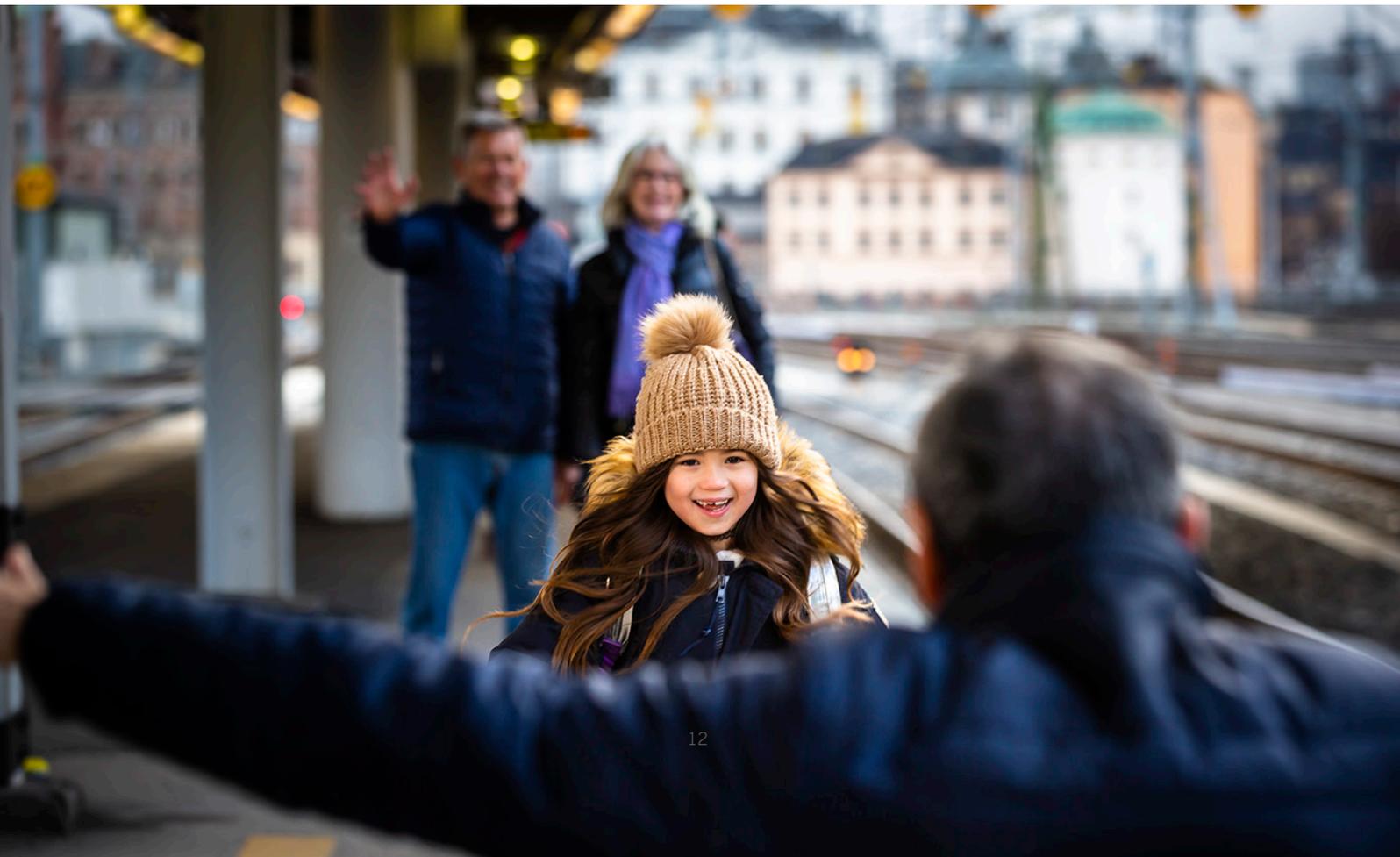
The vision for the Stockholm Central Station area has informed Jernhusen, the Swedish Transport Administration and the City of Stockholm when we drew up our common goals for a development that will result in a functional and attractive communication node in a long-term sustainable city environment.

Our Common Goals Are:

- To increase sustainable travel by creating an attractive, functional and accessible interchange station with high travel comfort in terms of navigability, comfort and service.
- To create conditions for efficient railway traffic at the Stockholm Central Station as part of a robust national system.
- By means of its structure, design, function and content, to interlink the centre of Stockholm physically as well as socially, by developing Stockholm's unique character.
- With the station as a hub, to clearly contribute to developing the centre of Stockholm into an active, integrated and attractive 24-hour city with a varied content, living street-levels and attractive public spaces.
- Create a distinguished entrance to Stockholm and Sweden, with the Central Station as a clear symbol and destination that relate to its historic importance.
- In a long-term perspective, to realise the area's full potential and safeguard an economically viable and socially useful solution.

Jernhusen also has an overall sustainability goal:

- To ensure that new buildings in the zoning plan area are climate neutral from an LCA perspective.





The Commission

A total of 150,000 m² gross area new construction

The Parallel Commission Brief

The parallel commission brief is to develop a structural plan for the entire commission area and the mobility hub that the area is, with the point of departure in the vision for the urban development and the programme's specific goals and requirements. The brief also comprises the architectural design of the spaces for travel, the urban space and the buildings on a schematic level.

The Scope of the Brief

→ The Station Area as a Mobility Hub and Interchange Station

Developing the station area, which, with existing and new functions, will constitute a new whole as a station and interchange station for the future.

→ Mobility and Traffic Solutions

Improved connections for pedestrian, bicycle and vehicle traffic to and within the station area.

→ Public Spaces and Lanes

Developing the existing and new streets, lanes and urban spaces as well as green spaces.

→ New Buildings - 150,000 m² Gross Area

- Office space
- Shops and services
- Housing (a small amount)
- Culture

→ Architectural Design on the Programme Level

→ A Description of How the Proposal Fulfils the Programme's Sustainability Goals and Requirements

→ Technical Infrastructure on a Schematic Programme Level



Facing West



Facing North



Facing Southeast



Facing North



The Conditions of the Prequalification

Application

The tender documents are available on www.tendsign.com, search for: **Developing the Stockholm Central Station Area**. The application must be submitted on TendSign no later than 2020-10-16. All questions pertaining to the pre-qualification are to be submitted via TendSign's function for questions and answers.

Evaluation

Submitted applications will be evaluated by a group of experts from the fields of architecture, urban planning, sustainability, planning, project management and project development. Additional experts may be employed for evaluation of specific areas. Some members of the tender group will also be incorporated into the evaluation group for the coming parallel commission.

The evaluation of the tenders will be made in three stages:

Stage 1: Control of the mandatory requirements, i.e. that the tender has been submitted in a timely fashion and contains the required documents, and verification of the veracity of the submitted information, by, e.g., a credit report.

Stage 2: Evaluation of tenders based on the evaluation criteria, see paragraph "Evaluation Criteria".

Stage 3: Evaluation by interviews. The 8-10 teams that have submitted tenders complying with the mandatory requirements and best fulfil the evaluation criteria of stage 2 will be invited to interviews in order to assess their suitability for the commission. The teams will be invited to answer questions and describe their policy statement. Of the interviewed teams, four (4) will be selected for the parallel commission.

Mandatory Requirements for the Prequalification

The application must be submitted in Swedish or in English. The application must contain the following:

- 1. A business registration document** for limited company, partnership or similar. If several applicants collaborate, each applicant must submit this information.
- 2. A certificate from a business and/or credit reference agency** with information on economic indicators and risk classification (less than three months old). If several applicants collaborate, each applicant must submit this information.
- 3. A policy statement.** An account of max one A4 page that describes how the applicant intends to develop the parallel commission.
- 4. An account of the applicant's global sustainability work** and experience of projects with high sustainability ambitions, max one A4 page.
- 5. An account of the commission organisation** for the parallel commission and, if applicable, continued commission, including CVs of the key persons to be engaged.
- 6. An account of how a commission organisation with a local connection** will be established for a continued commission, if applicable. Local connection may, for example, be an on-site sub office or a local collaborative partner.
- 7. Three reference projects**, at least one of which must be completed, in which the applicant describes the commission and the reference project's relevance for this commission. The following types of reference projects are relevant for the parallel commission:

- *Urban development adjacent to or in transit-oriented locations, with a considered management plan of traffic flow.*
- *Projects with a high degree of mixed-use planning in which interesting combinations of functions and programme content have been created.*
- *Complex and multi-functional urban development projects in central locations with a strong connection to, and influence on, the surroundings.*
- *Projects with a high ambition in terms of sustainability, e.g. wood buildings, re-use, energy solutions etc.*
- *Design of profile buildings in central and/or cultural historically important urban environments.*

Each reference project shall be presented on a maximum of two A4 sheets. For the reference projects the following shall be provided:

- *An object and project description (for built projects, specify type of invitation to tender).*
- *A description of the applicant's commission and why the project is relevant as a reference for this project.*
- *Which roles the members of the project team have undertaken in the reference project.*
- *Developer and reference. Sponsors shall be identified by name and telephone number and their role in the project. Sponsors will only be contacted to verify and elaborate on submitted information and not as part of the evaluation of the tender.*

Evaluation Criteria

The evaluation will be based on a global evaluation of policy statement, commission organisation and reference projects as well as interviews based on the criteria below.

Originality

An ability to design structural plans/buildings/public spaces of a high architectural quality in central and cultural historically important environments which create a whole with the surrounding urban landscape. An ability to interpret a specific area architecturally.

Function, Durability and Feasibility

The applicant's ability to understand complex urban planning contexts and make compromises and adjustments between different interests. An ability to design station areas or mobility hubs in urban environments with high traffic flows and technically complicated

conditions. An ability to realise the commission from beginning to end and develop a proposal with developability and feasibility.

Understanding the Commission

Demonstrated understanding of the specific challenges and possibilities as well as an understanding of the requirements of the complex brief.

Organisation and Collaboration

An ability to manage and collaborate in a multidisciplinary team as well as organising and managing work processes in collaboration with the developer.



The Parallel Commission Process

Month 0

1. Prequalification/application

The parallel commission is preceded by a prequalification in which architecture firms with multidisciplinary teams are invited to apply. The invitation will be published on Jernhusens and Architects Sweden's website and other similar international websites. The tender documents are available on www.tendsign.com, search for: *Developing the Stockholm Central Station Area*

Month 1,5–3

2. Selection

Submitted applications will be evaluated by the evaluation group based on the evaluation criteria in this invitation. Four teams will be selected to participate in the parallel commission. The parallel commission is subject to ABK09 (General Conditions of Contract for Consulting Agreements for Architectural and Engineering Assignments for the Year 2009).

Note. The current situation caused by the COVID-19 pandemic may affect stage 3 of the evaluation, depending on the applicants' geographical location. This, in turn, may affect the date of the kick-off meeting and consequently the dates of all further meetings related to the parallel commission. Jernhusen abides by the recommendations of the Public Health Agency of Sweden.

Month 3

3. Kick-off meeting

A joint kick-off meeting with the selected architecture firms/teams will initiate the commission. A programme of the parallel commission will be dispatched no later than a week prior to the kick-off meeting. *Given the uncertainties caused by the COVID-19 pandemic, the time between the selection of teams and the kick-off meeting may be relatively short.*

Month 4

4. Interim reports/work meeting 1

Each architecture firm/team presents an interim report to the evaluation group including initial analyses and conclusions. Time for discussion and questions. Feedback to each team before the continuation of the process.

Month 5,5

5. Mid-process meeting

Each architecture firm/team presents an interim report to the evaluation group including in-depth analyses and conclusions. Time for discussion, questions and guidance for the continued work. After the mid-process meeting, reference groups that will assist the evaluation group may be engaged. Feedback to each team before the continuation of the process.

Month 7

6. Interim reports/work meeting 2

Each architecture firm/team presents an interim report including in-depth analyses and conclusions to the evaluation group. Time for discussion, questions and guidance for the continued work. Feedback to each team before the continuation of the process.

Month 8

7. Submission and final proposal

The final proposals are submitted and presented separately to the evaluation group by each architecture firm/team. Upon completion of the presentations, the proposals will be available to all the teams. The proposals will be exhibited to a target group.

Month 8–10

8. Evaluation

All submitted proposals will be analysed and evaluated by the evaluation group, with the assistance of a number of reference groups that will further analyse items such as budgets, realisation, sustainability and traveller perspective.

Month 10

9. Decision

The evaluation group will present its decision and comment individually on each proposal. This concludes the parallel commission.

Evaluation of the Parallel Commission

The evaluation of the parallel commissions will be made by an evaluation group with a broad expertise including representatives of Jernhusen, the City of Stockholm, the Swedish Transport Administration and Architects Sweden.

The Members of the Evaluation Group

The assessment group includes leading functions from the important parties of the zoning plan.

- Jernhusen is represented by project management functions, both architects and real estate economists as well as specialists in mobility.
- The City of Stockholm is represented by the city architect as well as city planning officials.
- The Swedish Transport Administration is represented by its chief architect.
- The assessment group may also invite one further member with complementary expertise.

The evaluation group will be supported by several reference groups. The reference groups will ensure quality by further analysing certain aspects of the proposals such as station and traveller environment, interchange station and traffic flow, investments and income estimates, sustainability, technique and realisation. The evaluation group also intends, if necessary, to consult further expertise in different areas.

Evaluation Criteria

The proposals will be evaluated based on the following criteria, in no particular order, and more specifically on the requirements specified in the programme and its appendices: **Urban planning and architectural design, function, sustainability, developability, feasibility and maintenance.**

Preliminary Timetable

The current situation caused by the COVID-19 pandemic may affect stage 3 of the evaluation, depending on the applicants' geographical location. This, in turn, may affect the date of the kick-off meeting and consequent-

ly the dates of all further meetings related to the parallel commission. Jernhusen abides by the recommendations of the Public Health Agency of Sweden.

- Last day for questions regarding the application: **2020-10-02**
- Last day for answers regarding the application: **2020-10-09**
- Last day for submitting the application: **2020-10-16**
- Interviews: from **2020-11-05** to **2020-11-13**
- Notification to selected applicants that they are invited to the parallel commission: **2020-11-20**
- Preliminary Kick-off meeting: **2020-12-02**
- Submission of final entry: **beginning of May 2021**
- Publication of the evaluation group's decision: **end of June 2021**

Commission After the Parallel Commission

The proposal that the evaluation group finds best satisfies the programme for the parallel commission will be the point of departure for the continued development, the consultation documents and a new zoning plan. The proposal will also form the basis for the first stage of the development, which will be initiated immediately after the zoning plan has been passed.

The aim is, after the completion of the parallel commission, to purchase consulting services from the winning team for the continued work. The selected proposer will be the coordinating consultant for the planning work and simultaneously initiate the programme work for the first stage of the development. The commission is subject to ABK09 (General Conditions of Contract for Consulting Agreements for Architectural and Engineering Assignments for the Year 2009). *Preliminary start date for the programme work for stage 1 is Q3 2021.*

Ownership Rights, Usage Rights and Copyright

The organiser holds the material rights to all competition proposals. Proposers hold copyright and retain usage rights for their proposals. Direct implementation of proposals, in whole or in substantial part, is permitted only by agreement between the proposer and the organiser/developer.

However, the organiser has the right to use the collective competition results and ideas from all the proposals in the current project, provided such usage is not contrary to Swedish copyright law. The organiser and Architects

Sweden have the right to publish the proposals, both in print and digitally and to exhibit the proposals without special compensation to the proposers. All proposals published after the conclusion of the parallel commission will include the proposer name(s).

Remuneration

Each team will receive a fee of 100,000 EUR exclusive of VAT of which 30% will be paid after the mid-process meeting and the remaining 70% will be paid after the final submission has been approved.

We welcome your application!

Last day for submitting the application: 2020-10-16

Responsible for the Parallel Commission at Jernhusen is Anna Bergström, anna.bergstrom@jernhusen.se

