

FROM ROAD TO STREET

Intervening in a context such as the Trädlyckevägen area demands an approach sensible to both the social and technical dimensions. What is now seen as a road —a barrier between neighborhoods, something to be protected from— can be transformed into a street —a connection, a place for a cohesive community—.

Instead of proposing a single handed —all at once— transformation, this approximation is based on the identification of strategic sites that show potential to articulate each neighbourhood with their surroundings, increasing the social benefits of the transformation. While specific action guidelines are proposed, the shape of this living city will be redefined through a methodology based on the direct experience of the main experts in the day-to-day life of this territory: the citizens.



TRÄDLYCKEVÄGEN IN ITS CONTEXT

Trädlyckevägen articulates a series of areas, mainly residential, which despite being different in terms of building typologies and tenure models, all of them share that they are autonomous complexes, with hardly any elements of relationship between them beyond the road. This is something that promotes a strong dependence on the road itself, as well as private transportation and the activity of the central city.

MAPPING EVERYDAY'S LIFE

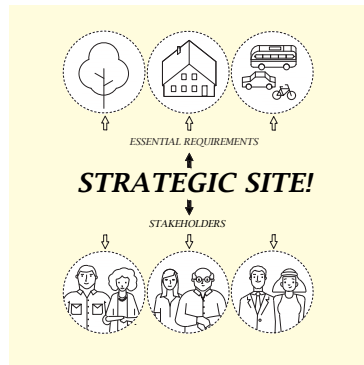
The daily activities of residents in the different neighborhoods are as diverse as the residents themselves. However, there are some spots on Trädlyckevägen surrounding area where the different routines and movements studied overlap with intensity. These “accidental hotspots” can be improved and become solid collective places of exchange and meeting.

STRATEGIC SITES FOR COMMUNITY ACTION

The identification of strategic locations detects spots where there is already a certain overlap between community and public activities, as well as the spaces around the road that can be recycled and better used. These places are adequate to be the scene and object of transformation processes through the development of a public participation program with reachable and effective objectives.

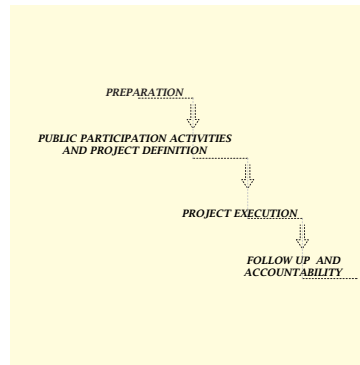
8 STEPS TO A SUCCESSFUL CO-DESIGNING PROCESS OF TRÄDLYCKEVÄGEN

1. OPPORTUNITIES AND STAKEHOLDERS



The initial study of the essential requirements for every project (ecological, social, and technical / infrastructural) is essential to establish realistic objectives and a useful framework for action. It is equally important to keep in mind all the stakeholders involved (technical personnel, citizens, private corporations) and prepare the appropriate materials to facilitate constructive and fruitful communication.

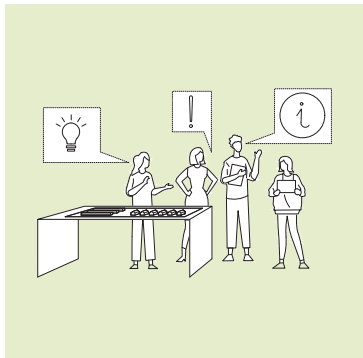
2. SETTING A TIMELINE FOR ACTIONS



The management of available time, budget and human resources must be carefully planned to guarantee the efficiency of the process. The prior organization of an activity plan will help public actions to be carried out with flexibility without compromising the effectiveness of decision-making and results.

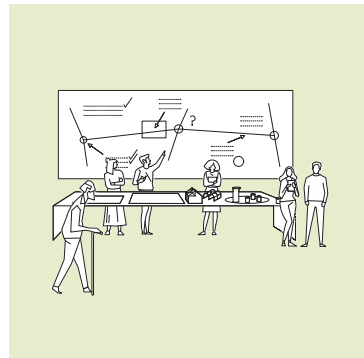
PHASE 1: GETTING TO KNOW EACH OTHER

3. SHARING KNOWLEDGE AND PERSPECTIVES



The release of information and citizen consultations provide stakeholders with limited resources to intervene in the development of transformation projects, however, these are essential steps as an initial phase to build a framework for following phases. Adaptable documentation and materials are important to ensure that all participants can understand the contents and interact responsibly.

4. CO-CREATION WORKSHOPS



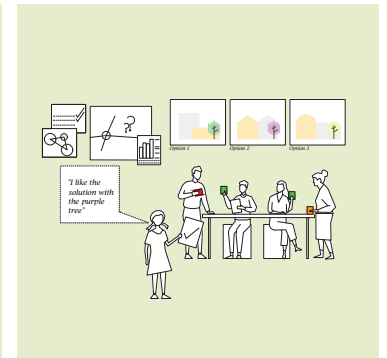
The objective of these activities is to incorporate interested people into the designing process of the projects, both in open discussion forums and in hands-on sessions. The use of these participation tools contributes to empowering stakeholders, who develop a responsible and committed attitude towards their fellow citizens and the future of their city.

5. ON SITE TESTING



In cases where there are different project options for one single site, the different approaches can be tested through the installation of full-scale models using removable and reusable materials accommodating provisionally the intended activities. These tests will be carried out with the collaboration of the citizens themselves, who will experience the collective potential of each site as a new social reference.

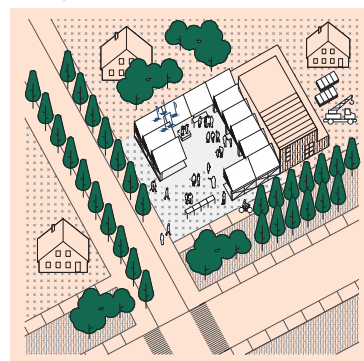
6. EVALUATION AND DECISION MAKING



Given the existence of alternative proposals, public votes can be organized where interested parties have the possibility to speak in favor of their preferred proposals. The results of these consultations are a fundamental input for the authorities that finally must draft the final technical project ready to build.

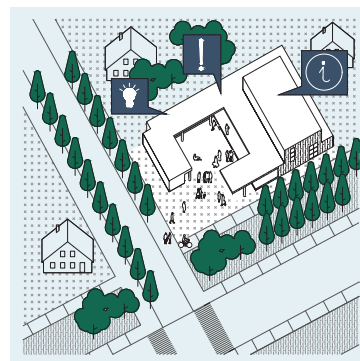
PHASE 2: IMPROVING EVERYONES'S CITY

7. PROJECT EXECUTION



The construction of the projects will follow the principles of energetic sustainability, respect for the environment, economic optimization and adaptability to future changes. Depending on the dimension and complexity of the project, the transformation could be tackled in phases, keeping the temporary installations active for the community while the works are being completed.

8. FOLLOW UP AND FURTHER ACTIONS



Once the participation program and the execution of the projects has ended, it is important to carry out a critical review of the entire process and, especially, of the effects of the participation activities on the result. It is crucial to actively maintain communication channels within communities and institutions and be ready to start new actions, in accordance with the constantly evolving nature of "living cities".

PHASE 3: CONSTRUCTION

PHASE 4: KEEPING IN TOUCH

BP257

1

Havstruten + St. Jörgens Kyrkogård A NEW AND VIBRANT URBAN CORNER

The project aims to improve the contact between the cemetery and the street, occupying the underused space with a new and equipped threshold/garden and generating a new entrance to the Sankt Jörgens cemetery from the corner. It is also suggested to move the existing bus stop to integrate it in this new and wider sidewalk. On the southern side of the street, the proposal introduces new functions on the underused spaces (for example, residential and service intensification) to build an active sidewalk and mixed buildings where the existing community facilities (parking and storage) can be rearranged.



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Finally I can share my gardening skills with my grandchildren!

2

Trädlyckan + Förskola A PARK THAT BRINGS COMMUNITIES TOGETHER

The actions intended for this site try to transform the existing residual green spaces into a new community park on both sides of the street, as well as to improve the existing crossings and the creation of a new and wider one. To optimize the size and functionality of the new gardens, it is necessary to rationalize and improve the parking spaces and access to the surrounding communities. The park is complemented by a space for intensification of amenities on the south side, to complement the activity generated by the existing pre-school on the north side.



After so long It's nice to be able to cross and meet our friends for the dance so easily!

3

Håstens Torg A NEW REGIONAL CENTRALITY

This site has the potential to become a centrality for all neighboring communities. Therefore, it is suggested to maintain and improve the commercial and service activities that already exist and introduce new and compatible functions (production, commerce, leisure). It is also recommended to improve visibility and facilitate access by foot or bicycle from all four sides of the intersection (Trädlyckevägen / Äckregårdsvägen / Föreningsgatan), from the sanitary facility (Vårdcentralen Håsten) and from the newly built residential intensification areas northwest of Håstens torg.



Lets go! There are so many new things to do in Håstens Torg

4

Håstens + Furubergskogen A SOFT INTERSECTION FOR A GREEN VECTOR

The project improves this intersection in a subtle way, so as not to alter the natural conditions of the green path that connects the area of the Håsten discgolfpark and Furubergskogen. The suggested small elements of intensification are located in contact with the existing bus stops, aiming to provide them with a certain degree of accompaniment and service, and on the edges of the urban fabrics in contact with this route, in order to generate transitional spaces and proximity services.



BP257

Now I'm just a little ride away from the delivery check point!

5

Västgötagatan + Stockroskatan A TANDEM OF SERVICES

This site's project also requires the combination of the existing bus stop with the intensification of a small collective facility next to it. In this case, the services would also be linked to the waste management area that operates on this spot. It is also proposed to diversify and improve the existing administrative services and offices on the northern sidewalk, also the public space surrounding them and the pedestrian crossing.



Today we are meeting at the repair café. Upcycle before throwing it away!

6

Skånegatan + Stockroskatan A LINK TO THE FUTURE VARBERG

This site is practically the last section of Trädlyckevägen before reaching the pending development grounds of Östra Träslöv. In this case the proposal aims to improve the pedestrian crossings and to intensify underused spaces that currently exist between the different neighborhoods and the street. It is necessary to especially accentuate one of these vacant corners (with collective housing and services on the ground floor, for instance) in order to generate an element of reference for the existing residential areas of the south and future developments of the east.



On a sunny day like this I love to be able to walk directly to the town center!