

*Imagine a city where people prefer to walk, or ride the bike - not mainly because it's the faster means of transportation but because they like the experience.*

*The main idea in our proposal is to activate and diversify the green spaces along the Trädlyckevägen street. We also want to make the street more urban by changing the design of the section, making room for pedestrians, cyclists, parking and trees close to the car lanes.*

*In addition we propose new housing, offices and a preschool. New buildings are used to define existing intersections and create varied spaces along the street. Development is concentrated to the square Håstens torg, where new apartments and businesses are proposed on the existing parking lot.*

### THE STREETScape

Our proposal is to keep Trädlyckevägen in the same position as today as this is a major part of our a walk in the park idea - to make a big difference with small measures. Moving the street would be a big operation regarding time and finances as well as technical infrastructures. All bus stops and most of the intersections along the street stay the same. We propose to remove the eastern bike tunnel and convert it into an ordinary street crossing instead.

The new street section starts at the south border of the south car lane and stretches about 20,5 meters north, to keep as much of the existing green areas south of the road as possible. We propose a zone - three meters wide - for greenery, parking, street "furniture" and bus stops on each side of the car lanes. This zone makes it possible to lower the scale of the street and add new elements that will contribute to change and strengthen the experience of the street and give priority to pedestrians and cyclists.

The bike lane and walking zone will continue to run along the north side of the street, partly because of the available space to allow wide lanes for easy access. But also because the south border of the street aligns with the proposed park walk, a calm and serene area with a lower pace. The bike lane is 3,6 meters wide which according to the commonly used technical handbook of the City of Gothenburg (Göteborgs Stads teknisk handbok) is a high standard allowing large flows of bikers and promote bike commutes to the city centre. The walking zone is 2,5 meters wide which also is considered high standard. North of the walking zone we propose a rain garden to allow different kinds of storm water management. The width of this area will differ depending on the distances to buildings in Håsten.

### THE PARK WALK

The park walk south of Trädlyckevägen runs in an east-west direction. The main walkway is a gravel path, about 4,5 meters wide that winds about 1 kilometre through woodlands, open spaces and new residential areas - from the calm and quiet zone in the west to the more active zone in the east, through the experimental zone in the middle.

Our hope is for by-passers to be able to explore, gain knowledge, experience different feelings and emotions, relax or simple use the area as a route for transportation. With the help of small information pillars placed along the path pedestrians will be able to learn about the area by reading information or fun facts about the zones' different species, functions, opportunities etc. In this way we hope to spread knowledge about how biodiversity and the various ecosystem services contribute to a healthier everyday life. The park walk is also our main area for adding and strengthening the different ecosystem services.

The calm and quiet zone in the west starts with a green oasis connecting to the existing green stretch running along the bike path in a north-south direction. The idea is to give by-passers a feeling of serenity and a nice introduction to the park walk, which itself arouses curiosity. The zone offers a forest like feeling with the path running through different layers of vegetation, a boardwalk crossing a winding ditch and an enclosed glade with flower plantings and plenty of seating arrangements. The ditch works as a storm water manager and allows large bodies of water to gather whenever there's a heavy rain or lots of melting snow. The appearance of the ditch will differ throughout the seasons and shifts in weather.

The border between the calm and the experimental zones includes the proposed preschool and more

open green areas closest to the path. Low stone walls run along parts of the gravel path. These are meant to create habitats for insects, bugs and other little animals, but also to create opportunities for play, learning and relaxation. Our idea is for the preschool to use the park walk as part of their play and explore area. The areas closest to the new town houses can be used for playing boule or growing herbs, vegetables and flowers in the plantings north of the stone wall.

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The active zone in the east offers areas for an outdoor gym, a play forest and a skatepark. There's also a proposed space for a hub with a climbing wall on the outside and a look-out tower on the roof. The inside offers areas for recycling bins, circular economy activities such as a re-use station where the residents can swap items with each other, a bike fixing station and pick-up boxes for e-commerce deliveries. The vegetation along the park walk varies in species, shape, height and flowering season. The idea is to offer a stretch of greenery with an ever-changing appearance and ideal living environments for birds, insects, bugs and other animals.

## DENSIFICATION

Our main focus is to maintain the existing scales of the different areas within the project site and add higher buildings connected to Håstens torg where we propose apartment blocks and office buildings with possibilities for businesses on the ground floors. Lower town houses, two storeys high, are placed along the eastern parts of Trädlyckevägen, connected to the park walk and the existing residential areas Håsten and Karlberg.

Just west of the square we'd like to define the new streetscape by adding three storey office and apartment buildings on the north side of Trädlyckevägen.

The proposal also offers space for a preschool for around 60 children located within the park walk. This allows close connectivity to the existing residential areas and great outdoor opportunities.

As the densification removes parts of the existing vegetation and other open green spaces our hope is to replace these qualities and create new functions that contribute in new ways. The goal is less lawn – more vegetation. This is mainly to promote the biodiversity, but also to change the experience and feeling of the green spaces and how they are appreciated and connected to Trädlyckevägen. Vegetation in different zones and layers, consisting of different species and flowering periods will contribute more to biodiversity than a lawn with randomly placed trees.

## THE SQUARE HÅSTENS TORG

The existing buildings at Håstens torg are kept intact, with one exception - the gas station is replaced with a new building block containing a mobility hub, residences and a smaller space for businesses. The reason for keeping the existing structures is to make a proposal that is environmentally and economically sustainable. We believe that Håstens Torg can be a vibrant, rich and exiting environment by strengthening and expanding its existing qualities and simply adding to what is already there.

The parking lot that today fronts Håstens torg is replaced by a building block with residences and



businesses. The ground floor of the block is filled with businesses such as restaurants, cafés and shops to complement the existing businesses at the square and to create a public and lively atmosphere. Small office-spaces, CO-working or common areas could also take place on the buildings' ground floors. The demand can and should affect which types of businesses that will occupy the spaces.

ZH079 The upper floors of the buildings at the new extended square including the parts of the ground floor facing Åckregårdsvägen and the entire building in the Northwest square block, are containing apartments. The northeast building consists of the mobility hub, fronted with a business space at the ground floor along the south facade facing the inner square. There are apartments in the higher part of the building above the other functions. This is the highest building in the proposal with its six storeys.

The buildings are terraced to create sunny spaces within the blocks and to enable roof gardens for recreation and biodiversity. The roof gardens serve as outdoor recreational area for those who live in the building.

By the east end of the existing square two new buildings are added to frame the square and extend it to the east as well as connect it to the park walk. The idea is that pedestrians are to be guided towards the square from all directions. In these buildings we propose businesses such as offices, CO-working spaces and/or smaller workshops. At the ground floor in the building connected to the existing building we also suggest spaces for shops and possibly cafés to connect the activity of the square to the street.

## MOBILITY

Moving towards the future and trying to stay up to date with the latest mobility trends and adjustments we propose a couple of different measures to promote the more eco-friendly modes of transport: the bike, and the different car-sharing possibilities.

We propose to lower the maximum allowed speed along this part of Trädlyckevägen from 60 km/h to 40 km/h, and to change the design of the street to focus more on experience, less on speed. These measures contribute to making the area more friendly and accessible for pedestrians and cyclists, while reducing traffic noise.

According to the publication “Hur mycket bullrar vägtrafiken” (How much noise does road traffic generate) \*, reducing the speed from 60 to 40 km/h on a street with around 4 000 vehicles passing per day, might lead to a reduction of noise from roughly 63 dBA to 60 dBA, at a distance 10 meters from the middle of the road. That is in fact a reduction by half, because the decibel scale is logarithmic. It is also an indication that it might be possible to develop housing adjacent to the street, if the speed is lowered and the design of the street is changed.

Changing the streetscape and reducing traffic noise will also allow better conditions for bikers and pedestrians to appreciate and use the proposed bike lanes and walking zones.

We've proposed a mobility hub connected to Håstens torg to allow changes in modes of transport, new features such as a bike rental service and short term car hire service as well as parking. The hub is strategically placed close to shops and businesses around Håstens torg as well as bus stops along Trädlyckevägen. The idea is that commuters from the outskirts of Varberg can park their car by the hub and use one of the rental bikes, the bus or car-pool into the city centre. On their way home or leaving the city it's easy to pick up groceries or run errands before picking up the car or catching another bus.

## ECOSYSTEM SERVICES

As our proposal includes densification on some of the existing green spaces, we have chosen to invest in compensating and strengthening these in combination with trying to find new areas and functions that contribute to enabling new ecosystem services. We're focusing on the cultural and supporting categories and to compensate for the regulating who risk disappearing due to densification. The supporting ecosystem services are not as relevant to our proposal and therefore we've chosen to leave them out for now. By adding new elements like water features, a gravel path, low stone walls, bee hives, green roofs, more, and different kinds of greenery and seating arrangements to the different areas we will increase the level of ecosystem services.

The park walk is meant to function as a way of transportation as well as stroll area for the people living nearby and an interesting and inspiring

\*The publication is available from Boverket (Swedish National Board of Housing, Building and Planning) and SKR (Swedish Association of Local Authorities and Regions), at [https://www.boverket.se/globalassets/publikationer/dokument/2016/hur-mycket-bullrar-vagtrafiken\\_low.pdf](https://www.boverket.se/globalassets/publikationer/dokument/2016/hur-mycket-bullrar-vagtrafiken_low.pdf) (2021-09-06)

knowledge and discovery area for the children at the pre school. The main idea for this area idea is less lawn - more vegetation. The different colour shapes on poster 3 indicates where along the park walk we intend to strengthen or add the different ecosystem services.

#### **SUPPORTING SERVICES**

Very relevant in the proposal. As the supporting ecosystem services are barely existing today our main focus is to create new areas, functions and surfaces to add and strengthen these services. Living environments such as stone wall, old trees, vegetation, meadows, beehives are all parts of this. The different layers of vegetation within the park walk and along Trädlyckevägen are also our main contributors. The terraces on the new residential buildings around Håstens torg offer great new opportunities for small scale city farming and storm water management.

#### **CULTURAL SERVICES**

These are also our main priority as they are almost non-existing today. The park walk in itself adds a lot of cultural value to the area, the new features around Håstens torg offers many possibilities for new kinds of social interaction in different forms. By adding a preschool within the park walk we tend to increase the social interaction between residents I Håsten and Karlberg as well as the western parts of the project area.

The knowledge- and experience path and the different zones within the park walk are new additions to the ecosystem services and the ditch along the boardwalk will contribute with different appearances depending on the seasons and weather conditions.

#### **REGULATING SERVICES**

These are partially relevant, our main focus is to keep the existing ecosystem services within this category and to find areas for compensation measures. It's about re-distributing vegetation, adding new functions, like moving the existing ditch that runs along the south border of Trädlyckevägen to the north side and incorporating it with the area for stormwater management (rain garden), adding a ditch to the park walk to be able to take care of large flows of water and distribute these as necessary.

#### **THE PROCESS OF IMPLEMENTATION**

We aim to create value by small measures. The implementation itself should be a walk in the park. We have divided the implementation into three

steps. Each of the steps might correspond to a single detailed development plan.

We propose starting with the parkwalk, in the eastern part of the project area. The idea is to create a winding path through the green area with many different possible activities and experiences along the way.

While the park walk is arranged, work might start with a detailed development plan for the area. In addition to the park we propose a preschool here, and new housing that will support more levels of service and business when the square Håstens torg is developed later on.

#### **PARTICIPATORY PLANNING**

We find it very important to involve the people of Varberg in the planning and design process of the study site in order for them to feel seen and heard. We would really like the inhabitants to participate in the process and suggest a design and planning process with a participatory design focus.

The people of Varberg, especially those living around the study site, will be invited to a series of workshops (preferably 4-5) where each workshop will focus on a different detailed scale of the proposed area.

The project group prepares by producing a figure ground map, gathering vision images, good and bad examples, references etc.

During the first workshop, the design group work through the material, discussing thoughts and ideas, visions, what they would like to see on the site, what is needed, what is not needed, what are the absolute musts, what can be compromised. They might have good references in other part of the city, or even other cities or countries.

In between each workshop the project group gathers to evaluate and further develop the results from the workshops. The level of detail increases as the scale becomes smaller and smaller.

During each workshop, the design group works in smaller groups that are given the opportunity to assess proposals presented by the project group, evaluate, add, subtract, combine - all in order to further develop and eventually reach the goal of one final proposal that everyone can sign off on.

In the final steps of the process the project group prepares a draft layout on which the design group may submit their final thoughts and comments.

The municipality representatives will then use the final proposal from the workshop series in the official planning process.