

# TRÄDLYCKEVÄGEN - MEETING THE FUTURE

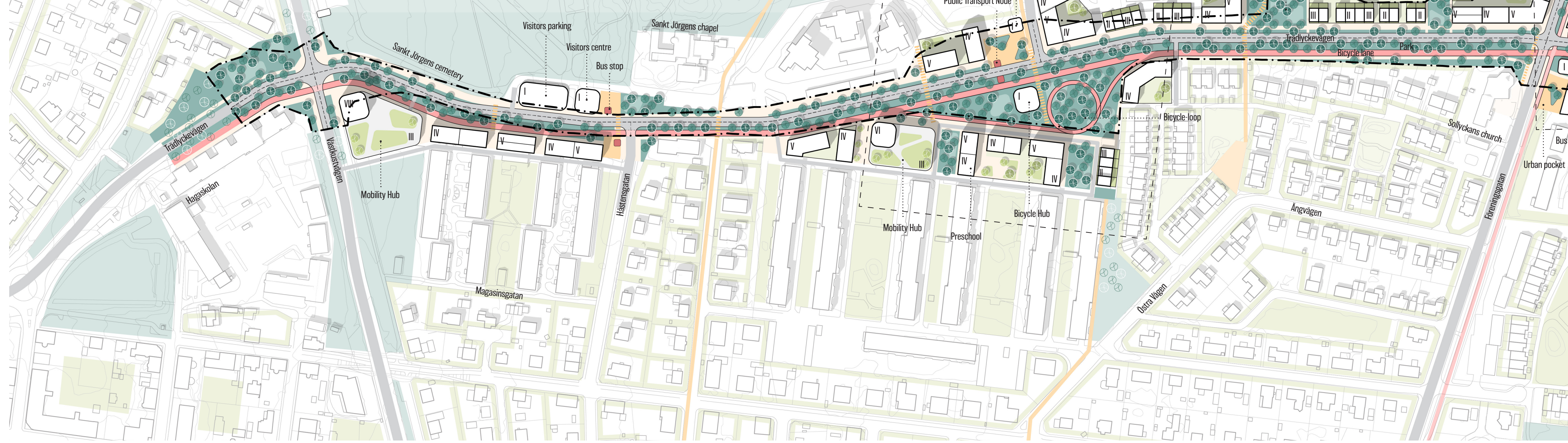
Over the last 50 years the paradigm of individual movement by car has dominated the urban planning and design schemes. This needs to change to be able to meet the global ambition of a sustainable future. The sustainability goals of Sweden declare that the country should reduce the CO<sub>2</sub> emissions by over 60 % by 2030, being climate neutral in 2045. This means we are facing a drastic change. A change that will affect people living in cities. One outcome is that we will lose part of our freedom of traveling by private cars. A benefit is that we can reclaim the street and transform the spaces into integrated parts of the urban fabric.

water shortages and a warmer climate. At the same time work is being done to reduce the climate impact. Despite efforts thus far, changes are already noticeable and already need prepared responses. This means that a design is needed which promotes a resilient city that can deal with increased rainfall, flooding and heat islands. Urban nature needs to be given space. This also promotes biodiversity and ecosystem services and increases the well-being of city-dwellers.

The National Board of Housing has declared that the residential areas in Swedish cities are becoming more homogeneous when it comes to income, education and background. This means that Swedish society is becoming more segregated. This is partly due to the spatial layout of cities, creating both mental and physical barriers. With the current housing shortage there is a possibility to address this issue. We need to be smart in how future cities are planned to ensure changes will not only benefit new development, but rather to strengthen the existing. For this, dialogue will be a vital part of the process and its success since it empowers the local residents. The proposal suggests a platform for dialogue that moves with each phase, using central public functions as hosting facilities. The aim of the dialogue is for local residents to be part of and influence the decisions.

To be able to provide good quality ways of living and at the same time live within the planetary boundaries, we need to use our land in a smart way. Densifying opens up possibilities to generate local services and a supply of culture and entertainment. Density, if done in a good way, generates places for people, reduces our need for transportation and increases possibilities to reach services and activities by biking or walking.

The planet is currently undergoing climate change, affecting the environment we live in. According to the Swedish Environmental Protection Agency, Sweden is expected to experience increased rainfall, higher flood risks,



## RECLAIMING THE INFRASTRUCTURE - SUSTAINABLE MOBILITY

By transforming Trädlyckevägen from an isolated road into an integrated urban street, the people of Varberg are invited to walk, bike, use public transport and car-share. A comfortable and safe walking and cycling infrastructure is introduced, connecting the eastern part of Varberg with the city centre and strengthening the connections in North-South direction. Bicycle hubs for repairs and bike-rentals are placed strategically on crossings between the new main lane and existing streets. They work in close connection with mobility hubs and public transport, for an easy transit going into the city centre. The

mobility hubs are flexible structures that in the beginning can house parking and hubs for car-sharing. In the future, when the need for car parking decreases, they can be converted into co-working spaces or office buildings.

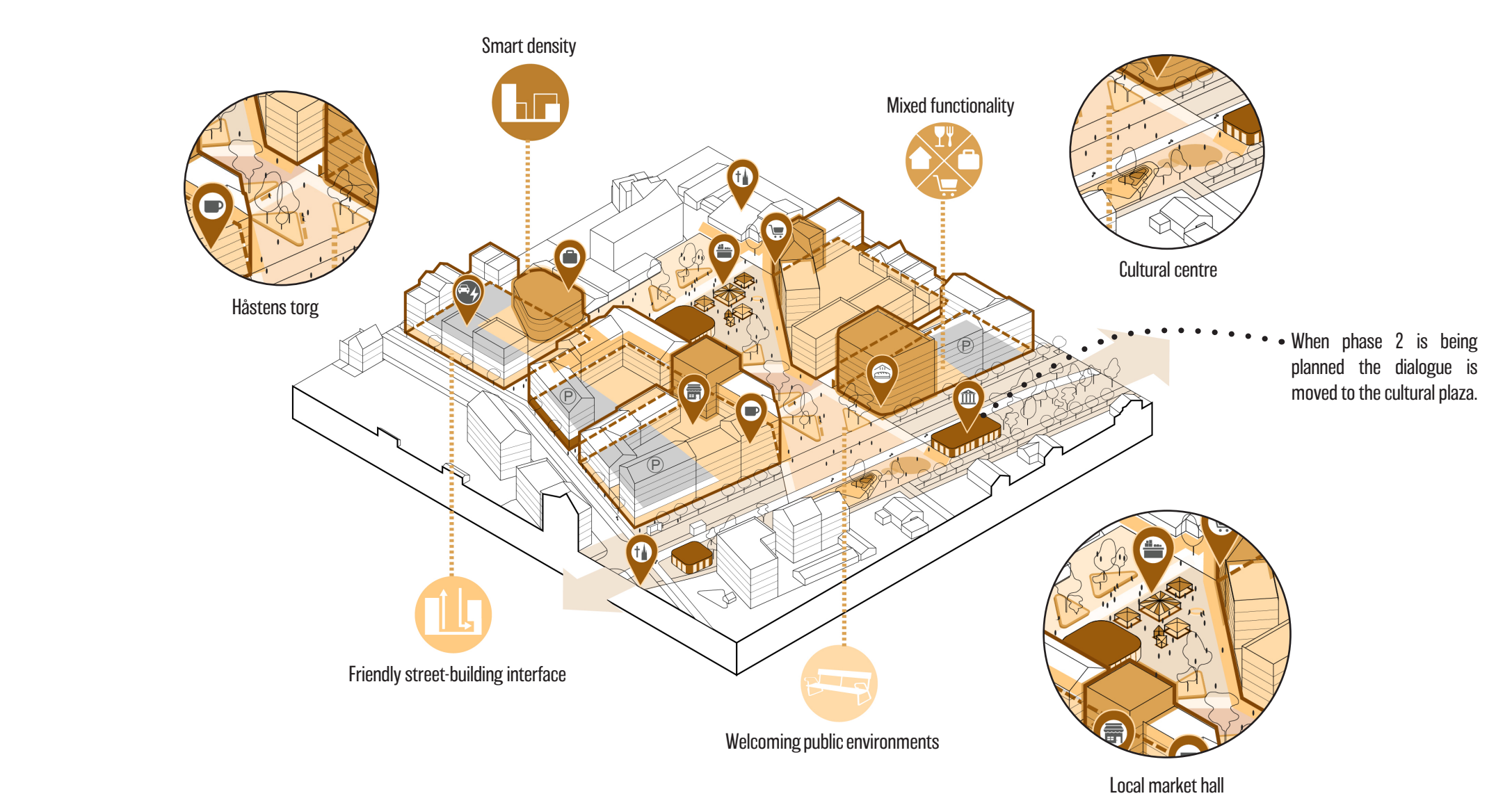
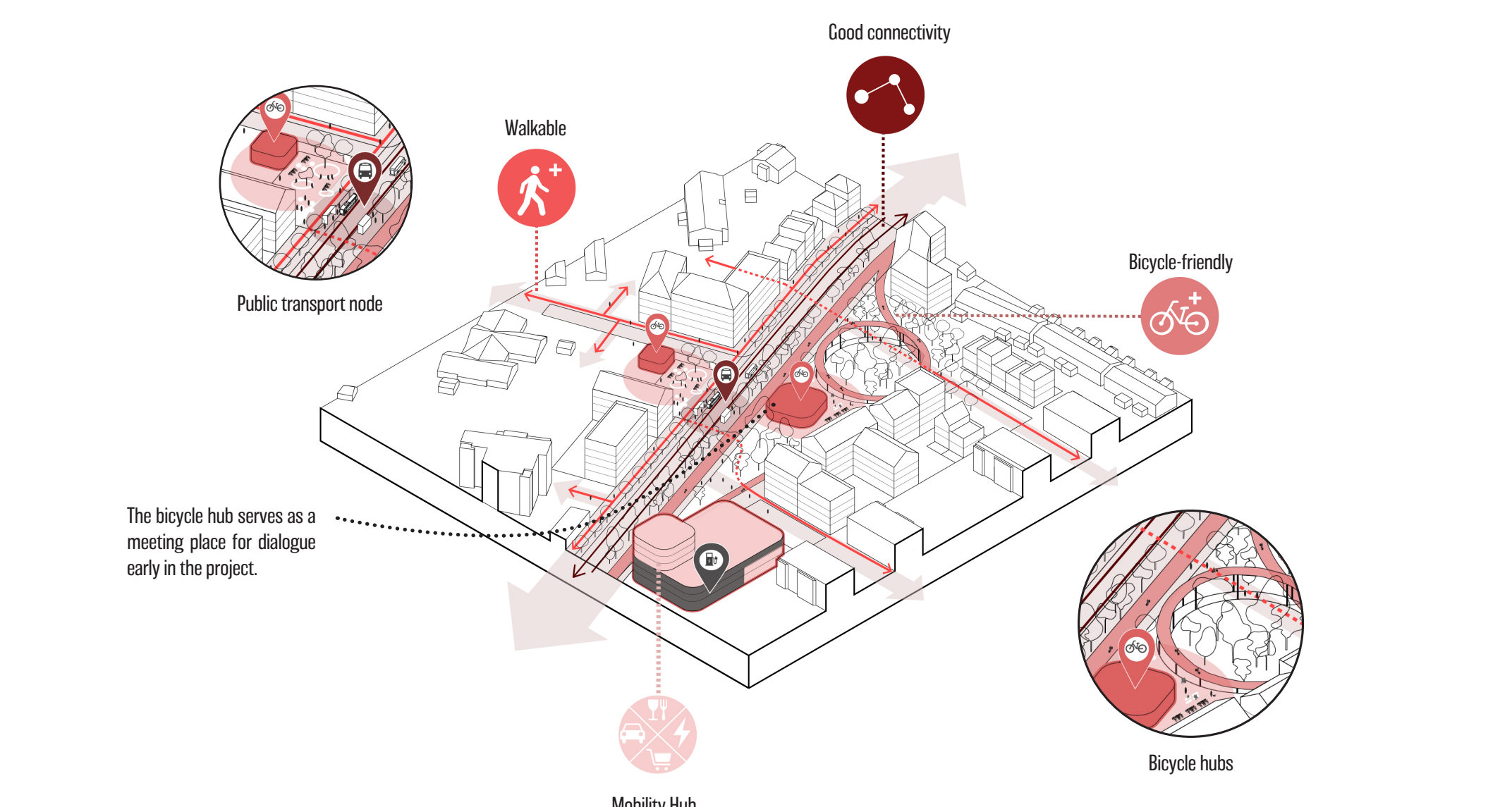
By reducing the car lanes and making use of leftover spaces, the infrastructure for soft transportation modes is improved, safety is increased and greenery heavily intensified. The outcome is an improved air quality, healthier biodiversity, reduced carbon footprint and a strengthened resilience of the city.

## REGENERATING PLACES FOR PEOPLE - USE AND ACTIVITY

Along Trädlyckevägen a series of new public meeting places are introduced. They are focused at the junctions, in relation to functions for mobility, commercial activity and culture. With both smaller and bigger programme schemes being introduced, a variety of places for people to use and activate are being created.

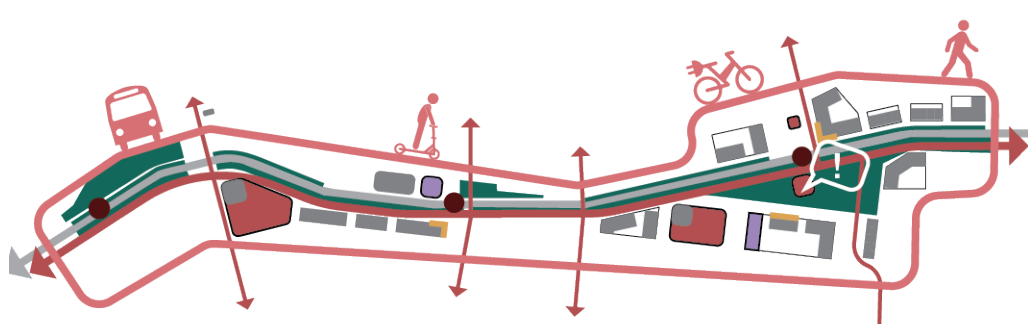
By expanding the usage of the land, a small-scale, urban centre is built in Håsten, serving the areas around it. The structure creates a linear square surrounded by services, restaurants,

healthcare facilities and religious buildings. Hybrid blocks are proposed, these are blocks that consist of housing as well as bigger and smaller commercial functions. The buildings have permeable ground floors and entrances facing the street and the new Håstens torg, opening up for new commercial activity. Through new housing, the supply of different services increases. The existing and new programming help to strengthen each other, all together attracting more people. The public square together with cultural functions, the church and healthcare provide non-commercial functions, welcoming everyone.



## PHASE 1

Phase 1 is the catalyst for reclaiming the streets. Creating attractive choices to abandon the car, phase 1 is crucial to support a global journey towards a sustainable future. Trädlyckevägen is rebuilt with a layout favouring bicycles and pedestrians, new mobility hubs and bicycle hubs in connection to the city center and public transport. The bicycle hub will serve as a meeting place for dialogue early in the project.



## PHASE 2

Phase 2 is the catalyst for regenerating places for people. By redesigning Håsten center with a higher density, more services, facilities, restaurants and culture can take up more space, creating a local center with meeting places related to both commercial activity and places to hang out. Håstens torg becomes an active and attractive local center serving its surroundings. In phase 2 the dialogue is moved to the cultural plaza.

