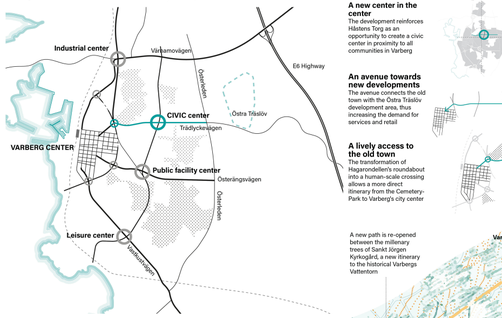
Varberg (SE)
Lifeline
1

Urban context
Fast lines?... liveable lines!
Varberg's closeby periphery is today an aggregation of housing units connected by an *efficient* road infrastructure. Trädlyckevägen, Österängsvägen, Vastkustvägen and Värnamovägen work as the main accesses from Österleden to the historical heart of the city.

However, these lines are not liveable lines, as they do not work as real meeting places for the residential areas. They are high-speed routes for cars and bicycles, but not streets for the community. The proposal aims to give a new character to Trädlyckevägen, transforming it into a living and active avenue towards Varberg's city center, a LIFELINE.



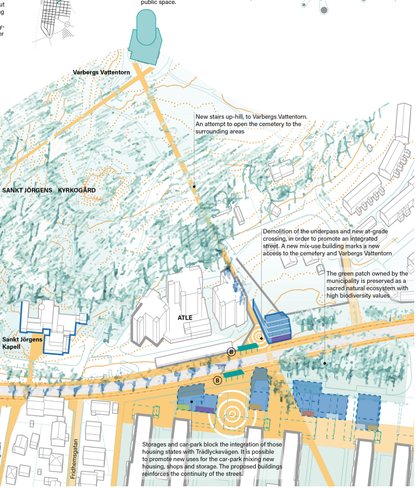
Urban vision
Creating a new liveable street
A road that can be calmed down
Despite its road-like use, the Trädlyckevägen does not connect the city with the highway and can be converted into a street

A new center in the center
The development reinforces Hästens Torg as an opportunity to create a civic center in proximity to all communities in Varberg

An avenue towards new developments
The avenue connects the old town with the Östra Träslöv development area, thus increasing the demand for services and retail

A lively access to the old town
The transformation of Hagaondellen's roundabout into a human-scale crossing allows a more direct Itinerary from the Cemetery-Park to Varberg's city center

A new path is re-opened between the millenary trees of Sankt Jörgen Kyrkogård, a new Itinerary to the historical Varbergs Vattentorn

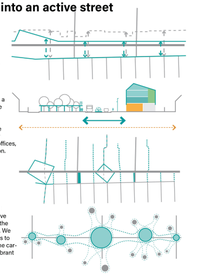


Intervention goals
Transforming into an active street
Closer distances
Liveable cities are played in short distances. The intervention aims to reduce the buffer distance between communities, to ensure their reconnection

More mixed uses
Adding mixed activities and gathering all transit modes in a single place creates a liveable streets. Against the modern movement's vision based on monofunctional urbanism, we advocate for putting together housing, storage, shopping, offices, public facilities and production.

Better connections
The avenue becomes directly connected with all surrounding streets, green areas and landmarks

Stronger centralities
Activities along the street serve as centralities, while binding the preexisting gathering spaces. We opt for a participatory process to guide the transformation of the car-park at Hästens Torg into a vibrant public space.



Transformation of the roundabout (Hagaondellen) into a human-scale intersection which allows easy access to the cemetery from Varberg's city center

New sidewalks and redefinition of the access to the Hagaskolan

New Bus Stops along the street

A new entrance for Sankt Jörgens Kyrkogård

A new mix-use building allows active ground floor and marks the entry to Trädlyckevägen.

In the near future, blank facades of the storages could be re-opened and include ground-floor activities

Small changes in the shape of the sidewalks causes clear perception of continuity and allows more space for pedestrians and bicycles

New stairs up-hill, to Varbergs Vattentorn. An attempt to open the cemetery to the surrounding areas

Demolition of the underpass and new at-grade crossing, in order to promote an integrated street. A new mix-use building marks a new access to the cemetery and Varbergs Vattentorn

The green patch owned by the municipality is preserved as a sacred natural ecosystem with high biodiversity values.

Storages and car-park block the integration of those housing stakes with Trädlyckevägen. It is possible to promote new uses for the car-park mixing new housing, shops and storage. The proposed buildings reinforces the continuity of the street.

Mobility
Prioritising soft and sustainable modes
ACTIVE MOBILITY

Multiplying at-grade crossings
All crossings happen at grade, as it happens in urban streets, avoiding unsafe underpasses and making the street accessible for all, while reducing traffic speed

Last-mile intermodality
Bike and electric scooter parkings are located alongside bus stops and in retail areas, to ensure they are the easiest option for the last mile movement

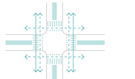
PUBLIC TRANSPORT

Line interchange
The Hästens Torg centre, where two bus lines cross, is repurposed to ease the bus line interchange, thus making it possible to create a strong bus network in the future

Bus stops as connectors
Bus stops are thought as linear elements that foster the connection between neighborhoods and the street, offering shelter and lighting with an appealing landmark design

MOTORISED VEHICLES

Human-scale intersections
Roundabouts are discarded and road junctions created, to ensure that pedestrians and bikes have fast and straight connections



One-time parking
A concentrated, underground parking allows for more building and public space, while promoting pedestrian flows between several destinations

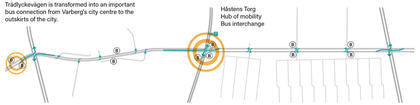
WALKABLE NETWORK

Current network

Multiplication of itineraries for pedestrians

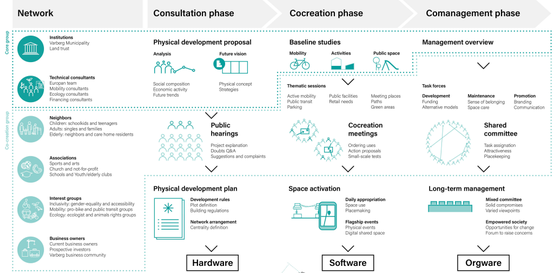
CYCLE LANES
New network for bicycles and electric scooters

ROADS AND PUBLIC TRANSIT
Trädlyckevägen is transformed into an important bus connection from Varberg's city centre to the outskirts of the city.



Varberg (SE)
Lifeline
2

Co-creation process
Building a community <> shaping a place
The process must guarantee that the voices of stakeholders are heard and integrated, while offering a major degree of involvement and responsibility to the public overtime. This will allow to build a place with identity, and create a thriving and collaborative community that will feel the lifeline as their own.



Phasing
A project made of small projects
The transformation of Trädlyckevägen could be done in different phases organized in five main interventions:

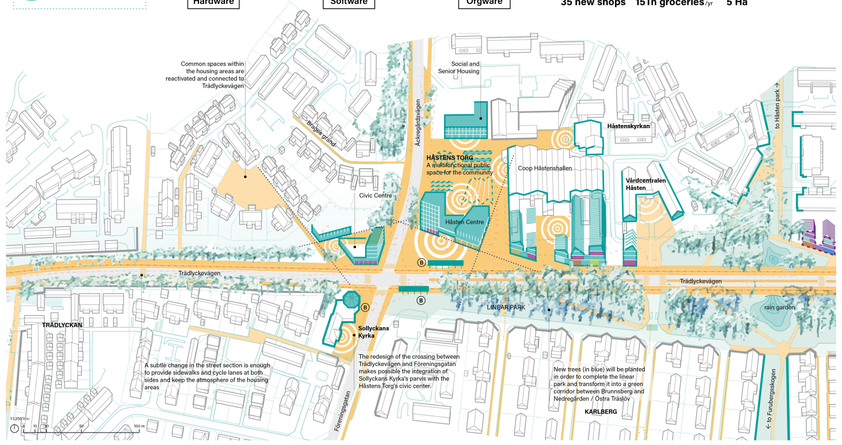
Phase 1. Soft intervention. Tactical urbanism
Traffic calming, multiplication of crossings for pedestrians, narrowing lanes and lowering speed. The results of the participatory process for the renewal of Hästens Torg will be translated into ephemeral interventions in the public space.

Phase 2. Infrastructure changes
Major works on urbanization are consolidated. New sidewalks, bike lanes, bus stops and water system are built. Roundabouts are transformed into normal ad-grade crossings for pedestrians. The idea is to transform a segregated Trädlyckevägen into a hybrid multi-use street, where people necessarily come together in a pacified environment.

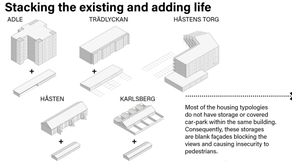
Phase 3. New urban centre
The new centre is aimed at providing new urbanity to Hästens Torg. Along with the co-creation process a multifunctional public space for the community, a new mix-use public facility, new housing and civic-centre are erected in this phase.

Phase 4. Street densification
During the last phase of the project new mix-used buildings are build along Hästen neighborhood and other strategical corners. The idea is that new dwellings, shops, storage and productive greenhouses consolidates Trädlyckevägen as the new street

Maximum built area	Maximum built floor	Max. new housing units
12.000 sqm	**40.000 sqm**	**400-500 dwellings**
New retail units	Food production (greenhouse)	Lineal park
35 new shops	**15Tn groceries** /yr	**5 Ha**



Building typologies
Stacking the existing and adding life



The new buildings at Trädlyckevägen will be hybrid new typologies, stacking storage spaces and housing, but also adding active ground-floors and productive uses at different levels. This solution limits the land occupation of the new uses but, at the same time, clearly contributes to the liveability of Trädlyckevägen.

Most of the housing typologies do not have storage or covered car-park within the same building. Consequently, these storages are blank façades blocking the views and causing insecurity to pedestrians.

The proposal concentrates the different lanes and paths in order to generate more interaction between people. The new Trädlyckevägen has a live frontage with housing and retail, thus allowing for a secure and vibrant space. From Karlberg, a long canopy / bus stop, guides people to the main street.

Current underpasses are transformed into rain gardens, space for water drainage and biodiversity reserve.

Streetscape
A living street

Section A-A' Type

Section B-B' Rain Garden

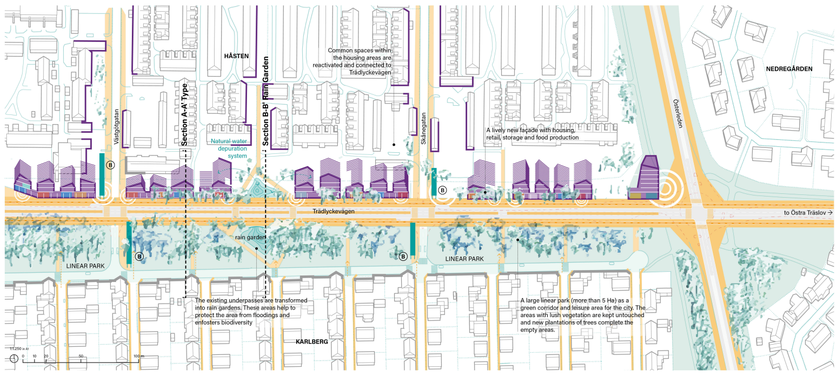
Sustainable strategies
Enhancing the natural values of the place
Trädlyckevägen will be not only a new street but it can also work as a laboratory to achieve sustainable goals.

A linear park 970 meters long
The southern part Trädlyckevägen becomes a large linear park, a green corridor and leisure area for the city. The areas with lush vegetation are kept untouched and new plantations of trees complete the empty areas and improve the green corridor between Brunnberg and Nedregården / Östra Träslöv.

Sustainable draining
The new linear park manages to handle heavy rainfall and floodings by transforming the existing underpasses as new rain gardens. With a slight modification of its actual topography and the removal of the asphalt, these pedestrian underpasses are transformed into biodiversity nexuses.

Building orientation
Buildings are located north of the street, in order to ensure adequate sunlight in public space. New porticoes with shops will protect pedestrians from rain and allow the location of terraces and restaurants. Clean energy production -geothermal, solar panels or wind turbines- will be incorporated into the architecture.

Circular economy and local production
Food production spaces in buildings, food retail, selective waste disposal and biomass energy and compost generation lead to a circular goods flow. New greenhouses will be located at the rooftops, allowing for km0 food production.



HÅSTENS TORG
New activities and housing
Walkable public realm
Vibrant plaza

ACTIVE AVENUE
Lively frontage with new housing and retail
Rethought section with at-grade crossings and vegetation
Preservation of tree canopy and new water drainage areas