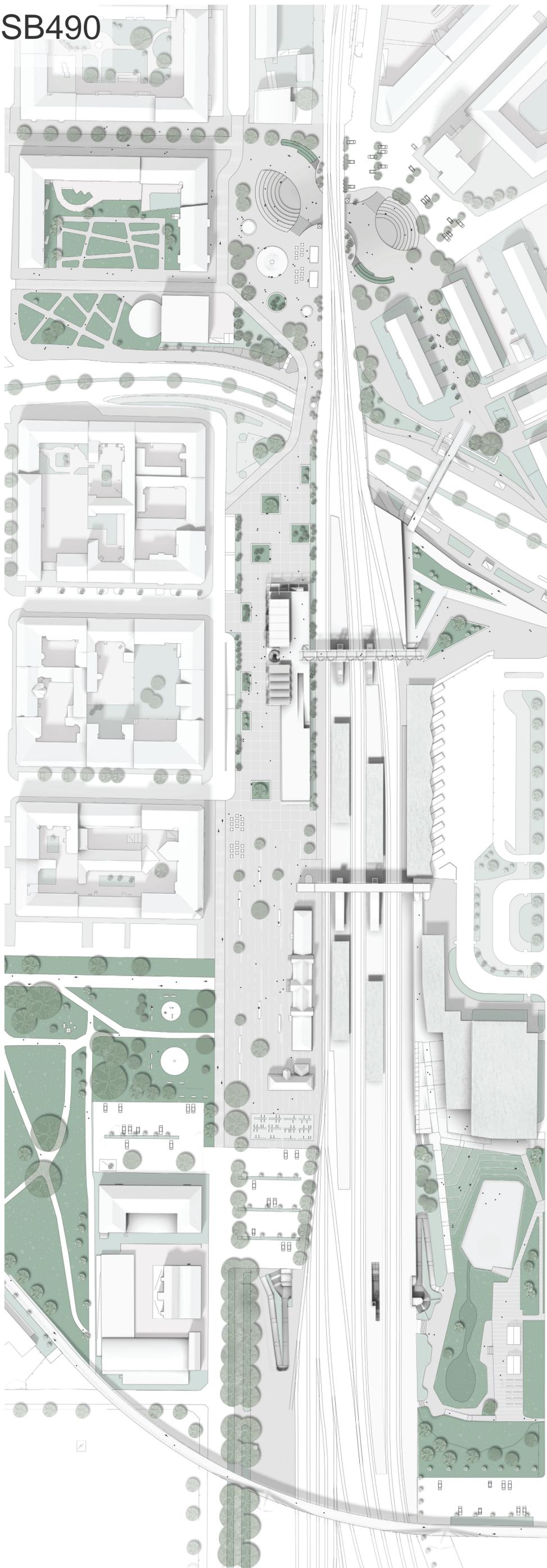


SB490



The crossing in the north of the project site is accomplished as an barrier-free underpass. It constitutes a major new connection between the western and eastern part of the city. The circular lines form an underpass in an S-shape that minimizes the needed space to create an accessible crossing with maximum 6% slope.

Staircases provide access from the directions that are not in favour of the ramp orientation. On each side of the tracks, terraces are formed to an amphitheater with a small stage area, which is protected from the major traffic line of the underpass.

The underpass can also be read as a diagonal separator that separates the car traffic and parking in the north-eastern end from a newly created square in the south-western area. This square is oriented to the south west and provides a high amenity value with fountain, café and food trucks.

In the eastern part of the railway tracks, along Stationsgatan, we introduce a new building, that will transform and adapt over time.

Primarily starting as a parking garage for the local traffic in the area, it will gradually change into a place that artists and local businesses inhabit. The decreasing demand for car parkings will gradually increase the available space for the new inhabitants. Workshops and connected small dwelling units can also be rented temporarily.

The building also serves as a further entrance to the eastern side of Halmstad by utilizing the bridge that lies on top of the building. On the other side a landscaped roof-structure leads to the existing pedestrian bridge over Laholmsvagen as well as down to street level. The triangle shaped building hosts a 2-storey bike parking, a kiosk, and a recreation lounge with restrooms and showers for bus drivers.

The old train station building will be transformed into a market hall, with permanent food stands inside, and a weekly market outside on the square facing Stationsparken.

In front of the old train station, Stationsgatan will be closed for car traffic and provide a continuous urban fabric for pedestrians. The Grand Hotel on the other side of the square will also profit from this closing. A public café facing the square could attract both, hotel guests and passing by visitors.

Stationsparken will not only gain from the new market hall, but also from the new pedestrian bridge over the Nissan, connecting with the park of Halmstad slot and thereby closing the circle of 'Walking Halmstad'.

The new travel center is located on the east side of the railway tracks, directly behind the old train station.

Due to the vicinity to the old train station, the historical building from the late 19th century can serve as an entrance gate to the new travel center, fex when approaching the center from the new walking bridge over river Nissan. With its location next to the Studentparken, both the traffic center and Studentparken will benefit. While travellers have the freedom to enjoy their waiting time in the park, landscape interventions and added possibilities for recreational activities will make the park a more attractive public space for both locals, students and travellers. The rain water management function is maintained by keeping some of the ponds as well as introducing a rainwater basin which can hold water during sudden cloudbursts, and can else be used for recreational activities and events.

The location in the south also provides space for a bigger park&ride parking garage for travellers.

