

SB490 WALKING HALMSTAD

Halmstad appears to be a divided city. The main divisions of the city drag from north to south due to the river Nissan and the railroad tracks parallel to it. However, also the urban fabric at the project site itself - east of river Nissan - is tattered in pieces. Public spaces and points of interests are interrupted by traffic.

The proposal of 'Walking Halmstad' aims to provide a variety of interventions that create a unified, continuous and mostly barrierfree urban tissue for the people of Halmstad. By foot or bike, the new walkable area encloses the old city center at Stora Torget, an extended shopping street along Fredsgatan, a new square with underpass and amphitheater at the railway crossing, the promenade along a new building that combines both parking and rentable spaces for local businesses, Stationparken and its market in the old station building, and the new travel center on the other side of the tracks with access to the newly activated Studentparken. Apart from a general gain to the city, the newly patched urban tissue facilitates various possibilities to access and switch between the various means of transportation and thereby fulfills the requirements of an effective transportation hub.

In order to reach the objective of a continuous and walkable urban tissue, the project suggests a new and better defined traffic concept with particular priority to bikes and pedestrians.

The major bike lane along Viktoriagatan and Laholmsvägen will be accompanied by two additional lanes that connect the east with the west. In the south of the project area, two new bridges over river Nissan and the railway tracks provide a valuable connection towards Halmstad university. A second bike lane is introduced at the new underpass at Fredsgatan. The project area exhibits three bike parkings with direct access to the train tracks, one of them close to the local and regional bus stops.

In front of the old train station, Stationsgatan will be closed for cars and only taxis and busses are allowed to pass. The same counts for the area close to the new underpass at Fredsgatan. In both areas, the street exhibits pedestrian friendly pavement. The one-way street at Fredrik Strömsgata is paved in the same way, giving high priority to pedestrians and low priority to cars. Traffic on the east side of the tracks is not supposed to be related with the new travel center, only local traffic of the connected quarter is expected.

The local and regional bus lines are kept as they are, the regional bus terminal stays at its current position.

In the following we will put focus on the four main interventions in the 'Walking Halmstad' project site, which are:

1. Square at Fredsgatan with underpass and amphitheater
2. Building Hybrid that combines local parking with spaces for local businesses
3. The old station building as a market hall and activation for Stationparken
4. The new travel center and activation of Studentparken

