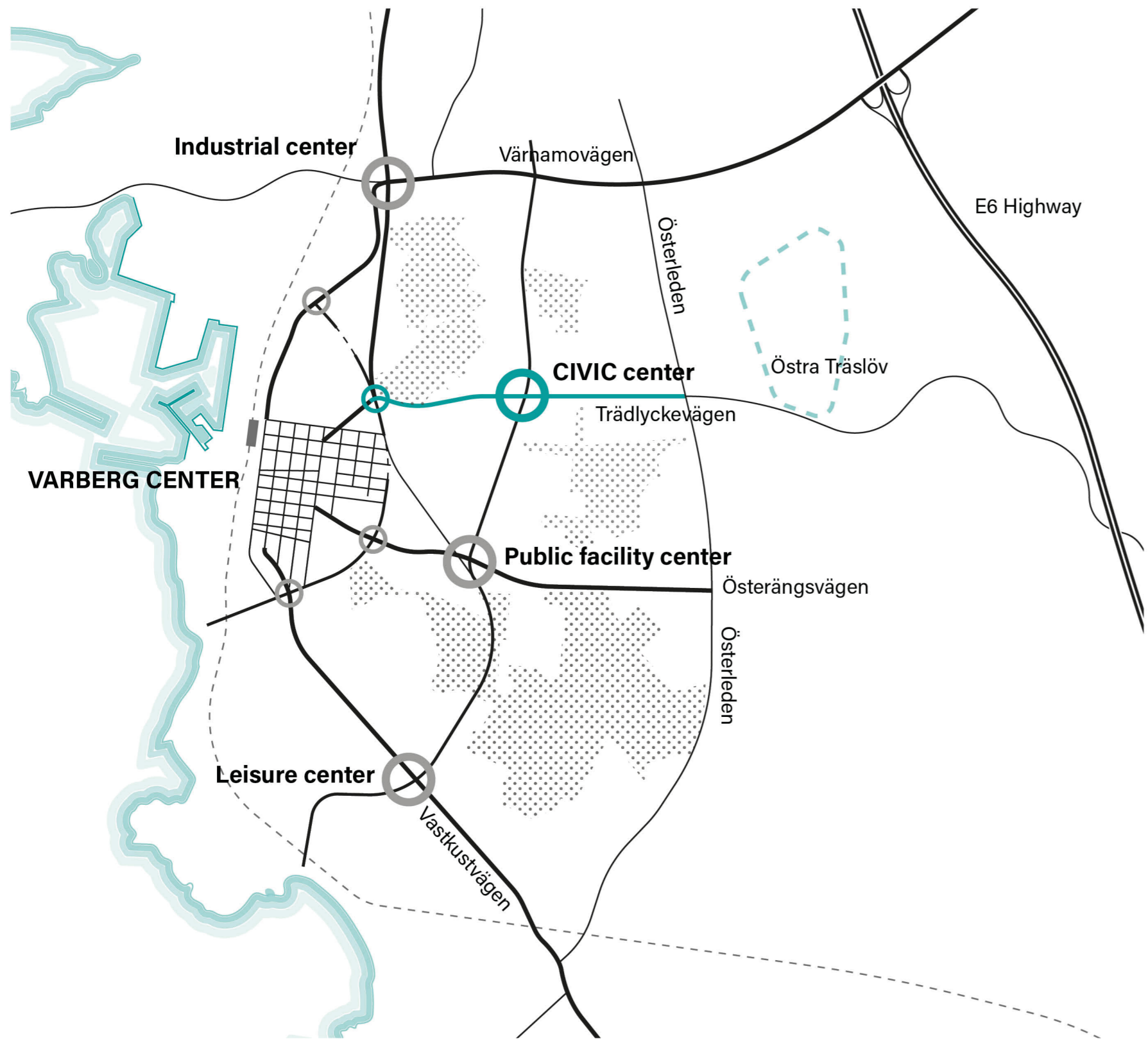


Urban context Fast lines?... liveable lines!

Varberg's closely 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 Håstens 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 Hagarondellen'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

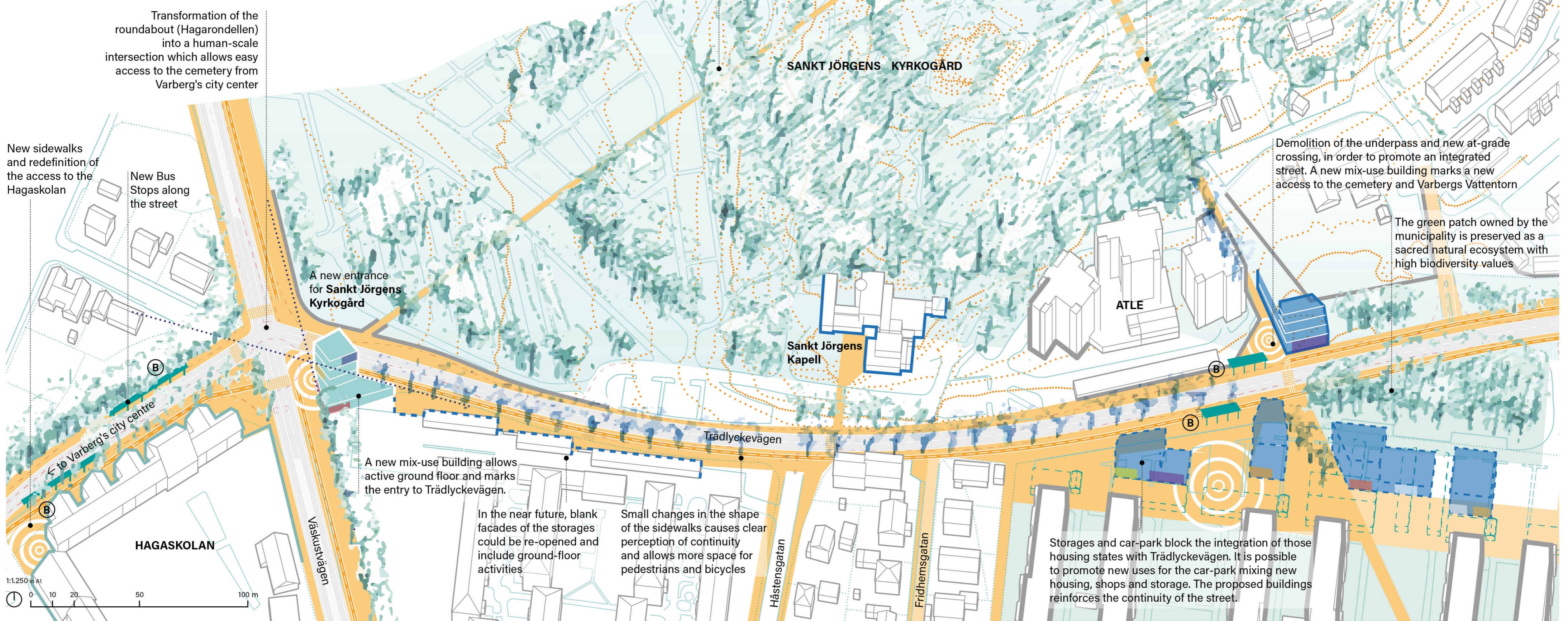
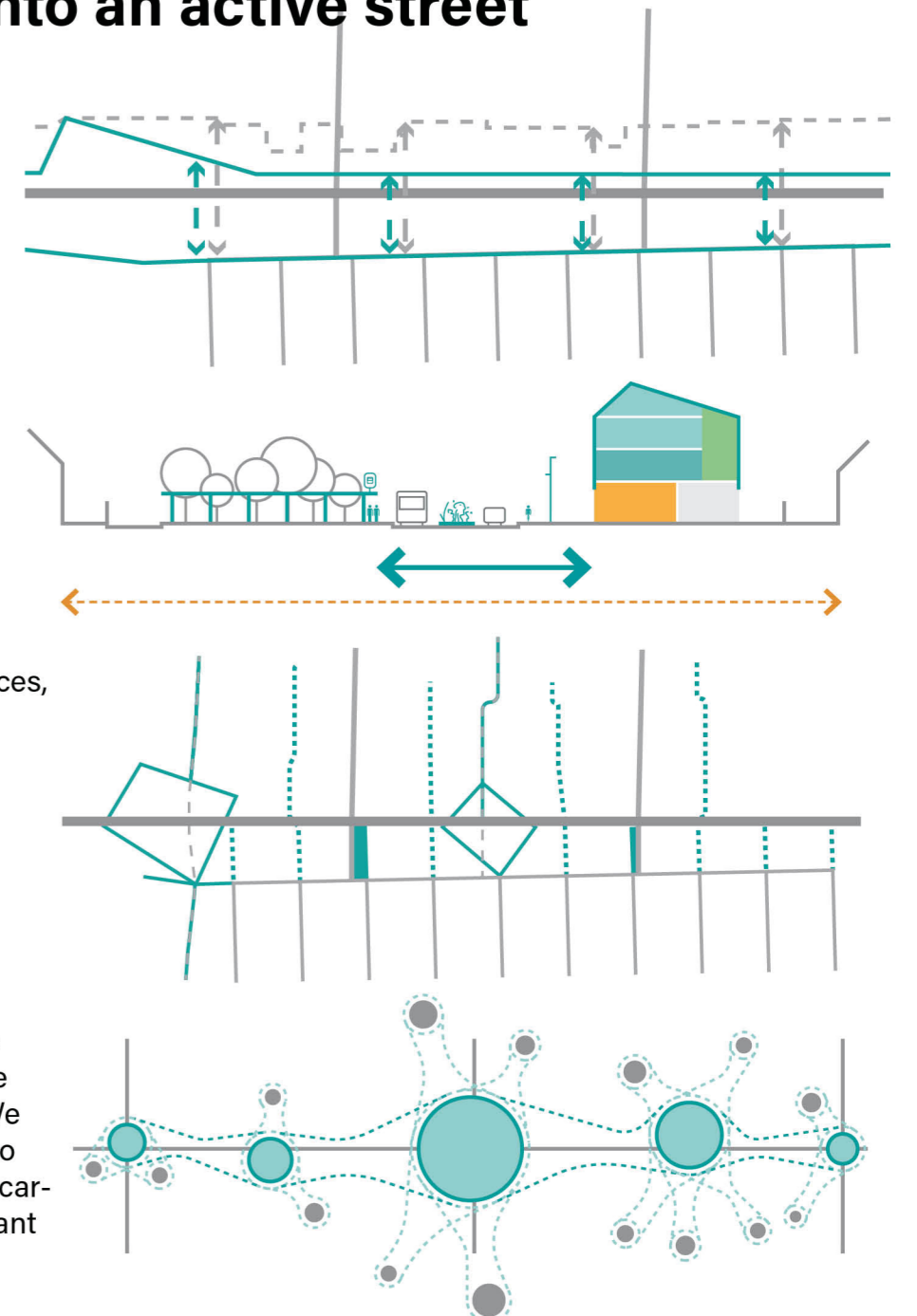
Intervention goals Transforming into an active street

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 Håstens Torg into a vibrant public space.



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

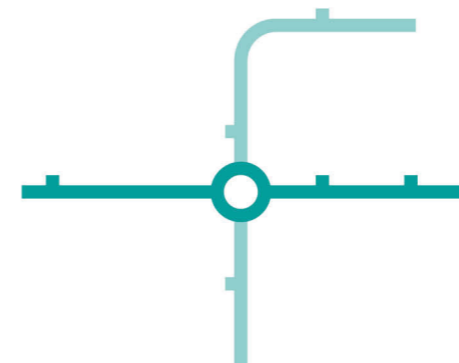


WALKABLE NETWORK

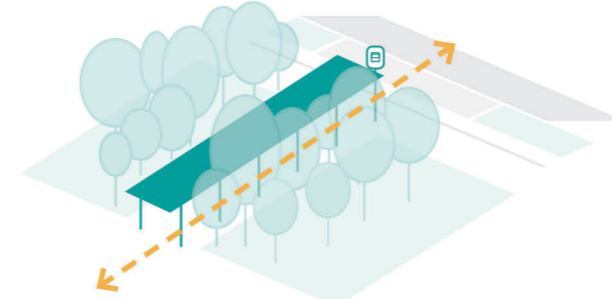


PUBLIC TRANSPORT

Line interchange
The Håstens 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

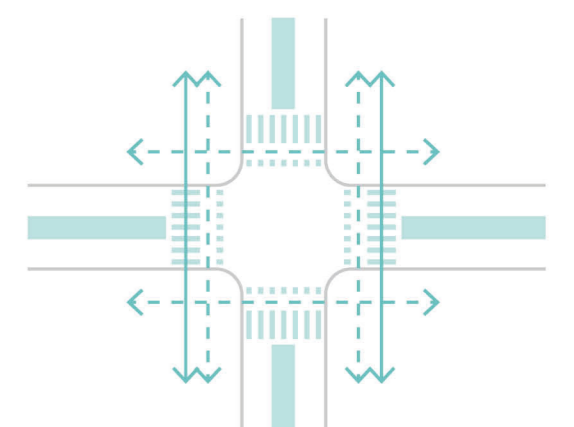


Bus stops as connectors
Bus stops are thought as linear elements that foster the connection between neighborhoods and the street, offering shelter and lighting with an appealing landmark design

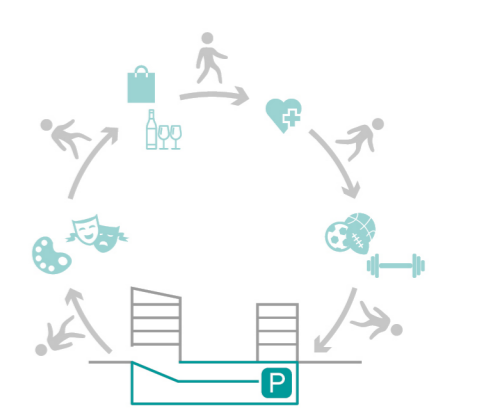


MOTORISED VEHICLES

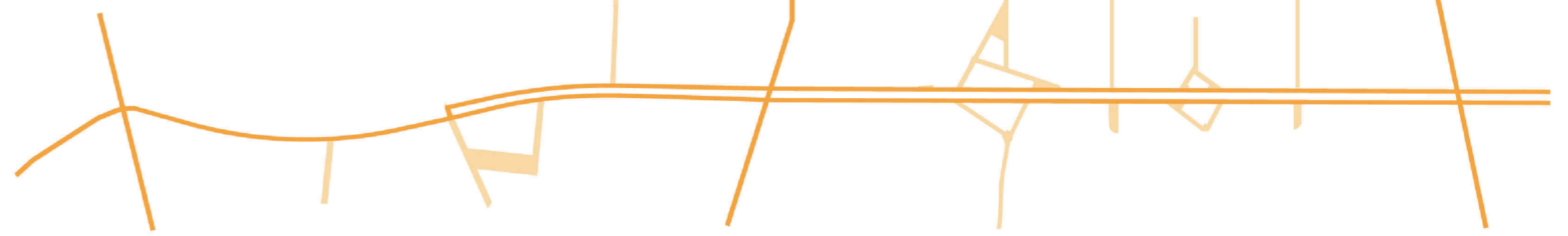
Human-scale intersections
Roundabouts are discarded and road junctions created, to ensure that pedestrians and bikes have fast and straight connections



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



CYCLE LANES



ROADS AND PUBLIC TRANSIT

