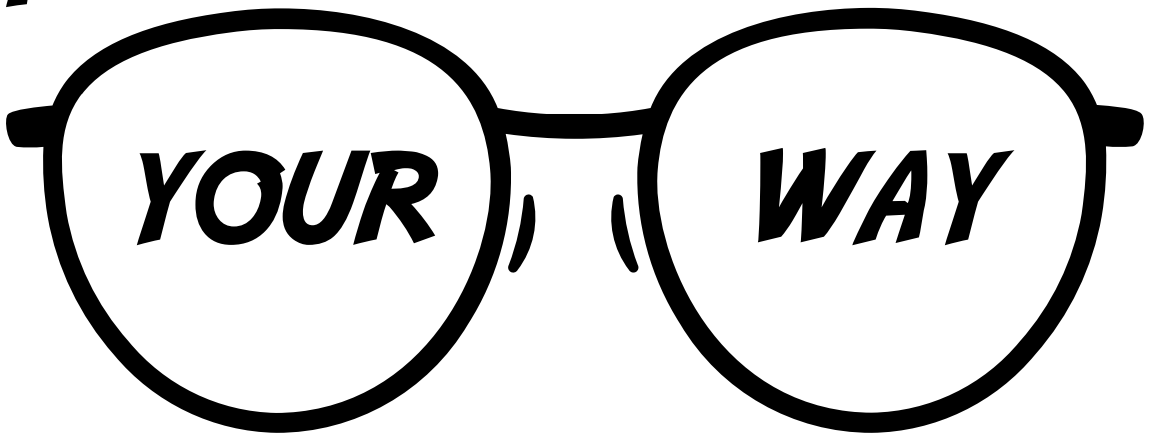


FIND



IN LANDSKRONA

A design study towards active mobility enhancement
through wayfinding in the urban areas

Find Your Way in Landskrona

A design study towards active mobility enhancement through wayfinding in the urban areas

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Master Degree Project
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LUND
UNIVERSITY



Two-years journey with three different countries and themes as elements to expanding my horizon in understanding the space I live in since I was born, the urban areas, may have come to an end. But the real story of this gained knowledge is just about to begin. I am beyond grateful to be part of this program and surrounded by amazing people on this process. Therefore I would like to deliver my gratitudes,

To my teachers for the guidance, insights, and endless patience to help me understand the greater good of urban development. Particularly to Louise, my excellent supervisor, who never cease to uplift and believe in my progress.

To Lund University for the extraordinary support system in times of need.

To Swedish Institute for the study scholarship as opening to every possible door for exceptional future beyond I could ever imagine.

To my family and especially *my beloved mom and grandparents*, for the immeasurable love, support, caring, and preserverance to ask if I have finished, over and over.

To my friends for the joy and laughter we shared, it makes the winter shorter.

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And mostly *to my omnipresent companion, God*, for the guidance to lead me find the way to a destiny filled with hope. I am forever thankful.

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*Just like every coin has two sides, living in urban areas can invent joy or sorrow.
It can impress us but may also depress at one time or the other.
All the dynamic process first happens inside our mind.
If we love the life or wish it never exist.
Therefore we need to act for it.
To activate the good.
For a worthy life.*

PREFACE

As the world gets more urbanized, numerous areas have been forced to develop rapidly into something larger, to provide cheaper options of living, and faster mode of transportation. This development is happening along with the technology expansions and leads to the everyday life transformation. One of the traits in being human is that we are individual creature as significant as being social fellow, thus having real-life interaction is a basic need. But nowadays, as internet has raised its stake, cyber-connected seems to replace face-to-face interaction in some ways. Consequently it leads to a shift in emotional state and determine the level of wellbeing as a result.

Real life interaction may leads to a better psychological wellbeing as one will have a high quality connection, mentally, with another human being. The interaction can happen in purpose, such as scheduled hangout, or suddenly through a passing by situation which usually happen in outdoor settings. Therefore urban physical settings has the potential to boost the pleasant surprises in everyday life through the occasions of physical meeting as one see and being seen in the outdoor settings.

However, some urban transformation can also create social drawback and hinder the urban life, despite the potential of enormous amount of people to interact with in the proximity. Landskrona is one of the case, as the study area, it is a city with multifold benefits due to its geographical location, numerous innovative industries and vibrant categories of inhabitants. In the warm season, this city is a touristic destination for its beautiful Ven Island and various international exhibition and events. There are lots of opportunities to see people and be social, as supposed, but the train station development since 2001 has generated a different story of public life in the city.

The new train station brings more efficient train connectivity to the rest of Skåne and Oresund region, but it also creates an obstacle to access the city centre due to the vast distance and weak on-street level experiences, albeit most of social life is around the city centre. Thus, the urban life gets weaken and it raised the urgent need of a development to encourage possible social interactions and to be active outside for a healthier life in the community, mentally and physically. The idea of the thesis is to deliver transformation through a hospitable built environment to accommodate everyday active life. For life should not just bearable, but significantly worth living.

CHAPTER I
Overview

What ?

Why ?

How ?

The hospitable urban development

1.1 WHAT

rapid development of urban life In 1950, there are only 30% of global population lived in the city. Then in less than 70 years, this number of urban citizen has growing up to more than half of the total global population. In Europe alone, almost third quarter of the population are living in cities. This phenomena of rapid urbanization has led us to an unprecedented development and transformation of lifestyle. It raise the needs of more advance public services and facilities and faster mode of transportation and brings along the technology advancement.

development brings alteration Sweden as a developed country has transforming many areas in order to accommodate the necessity of urban expansion. This urban development also emerging some alterations, such as infrastructure expansion, housing upgrowth, and economy swift, which affects the mobility and everyday life of its inabitants as well. This adjustment will lead to the perceived emotion to actively live and mobilize within the built environment which eventually will impact the wellbeing of the user of the space, mentally and physically.

cultivating transformation This thesis will focus on the urban transformation and effects in human psychological perception for active mobility and study how to improve the mental wellbeing through the physical environment revitalization and reactivation, how to promote the walkability and active transport in spite of extensive distance from point to point (train station to city center), how to improve the newly developed area while provide the livable settings, and how to provide alternatives for people to use their navigating system in the city. Human experience in space usability is the main topic to be delivered as to deal with the degraded detached area and promote sustainability of public social life in urban development.

1.2 WHY

humane development Nowadays the psychological issue has been in discussion widely in the society, varied from academic and scientific research purpose to commercial innovation, including among built environment practitioners. One of the common goal is for sustainability, with the embodiment of positive wellbeing accompanying the improvement of everyday life and activities, and this thesis particularly discuss it through psychological approach. Global development in economy, construction, and technology is inseparable from this healthy dynamic emotional condition as the factor that matters towards sustainable future.

constructive environment According to the World Health Organization (WHO), human wellbeing is inseparable from mental health and it is more than just the absence of mental disorders. Therefore, we have to start seeing health as something productive and positive as health itself is not a passive word. Even though the society has getting better on destigmatize the mental issue, it still needs the advancement to be something firmly constructive. Hence understanding the dynamic in human emotion to cultivate the positivity is essential, as the physical environment leads to yield control and adaptation response of human sentiment as for a constructive everyday life.

life worth living The beneficial environment will lead to a positive perception in life, with not only maintaining a bearable life but more of acquiring a life worth living. It is a possible goal with the provision for a better physical health, positive interpersonal relationships, and socially healthier societies. As physical environment plays an important role in affecting psychological perceived spatial experience while using it, hence the active mobility in a kind environment as the preferable options of moving around in the urban settings will lead to a positive wellbeing.

1.3 HOW

- promoting the wellbeing* Healthy human being should obtain the presence of physical and mental positive state. Although physical and mental can be categorized into different definition but the enhancement of each will lead to repercussion of the other. To ensure the existency of positive wellbeing, first it needs to create an empowering and encouraging built environment for active lifestyle, which then will cultivate the opportunities to interact, to yield a sense of belonging within a community, and to increase contribution to society. The approach of conscious urban development should mainly focused on the humane activities including moving, staying, and interacting. This thesis will elaborate it with two strategies, which are preferable destination and effortless wayfinding towards the provision of active mobility for positive psychology in urban life.
- preferable destination* A vibrant and well functioning space is the often mentioned as reasoning of a place to be a destination. This type of spaces will not only encourage people to be outside and enjoy it, but also to be a memorable cornerstone from the life experiences. To achieve this quality, the design proposal will upgrade the less usable space and transform it into the habitable spaces with open public spaces, spacious social spaces, and rich and vibrant green spaces.
- effortless wayfinding* To reach the destination is one of main intention of mobility, while the willingness to be active and spatial exploration as the secondary aim. Thus to boost an active mobility as most preferred way of moving, means that the physical settings, particularly on the street level, should be comfortable and understandable or otherwise a more convenient option such as private car driving will be preferable. The navigation system holds the impact of livable experience on street level space, therefore through upgrading the wayfinding become effortless, the active mobility will then be achievable. This thesis will develop this proposal through provision of safety, possibility of resting, clear guidance, and stationary activities opportunities for the active mobility enhancement, for all people.

1.4 The Hospitable Urban Development

- good vs hospitable* The urban development is happening rapidly and it is good, but only good is not enough. In the aim for sustainable future, urban development needs to be hospitable with human wellbeing comes into consideration in virtue of psychological features. As we live in a world incline to independent human being, loneliness can be a threat at times. Thus, the physical setting should provide possibility of accommodating human vulnerability, through real life interaction, which can be achieved through the social, public, and open space. Subsequently it will encourage people to be outside, active, content, and social and raise the potential towards positive mental wellbeing.

Human subconsciousness can easily aware if something is uncomfortable or comfortable. In the built environment, although the change can be formed through a massive scale such as the establishment of new central business district with higher building elevation or wider open space, the most impactful transformation, for better or worse, will be decided on the street level. The difference is subtle, yet tangible, akin to the human preferences. In order to encourage positive psychology in the built environment, the presence of people is the key indicator. Whether urban transformation for a better place for life or not, it can only be understood when people use the space.

The categories of user will also determined the quality of spaces, whether it is restrictive or inclusive for all types of physical ability. Accordingly, the development of built environment should consider the most vulnerable users, which are children and elderly, since these groups have limited capacity of active movement. Street level environment will be hospitable when it provides possibility to rest, to feel safe, and to enjoy being outside, in the universal scale. This thesis will propose the settings for active urban life towards a positive wellbeing through the inclusive design on the street level.

CHAPTER II
Theory

Towards Active Urban Life
The Wayfinding System
Life on Street Level
Urban Acupuncture
Summary

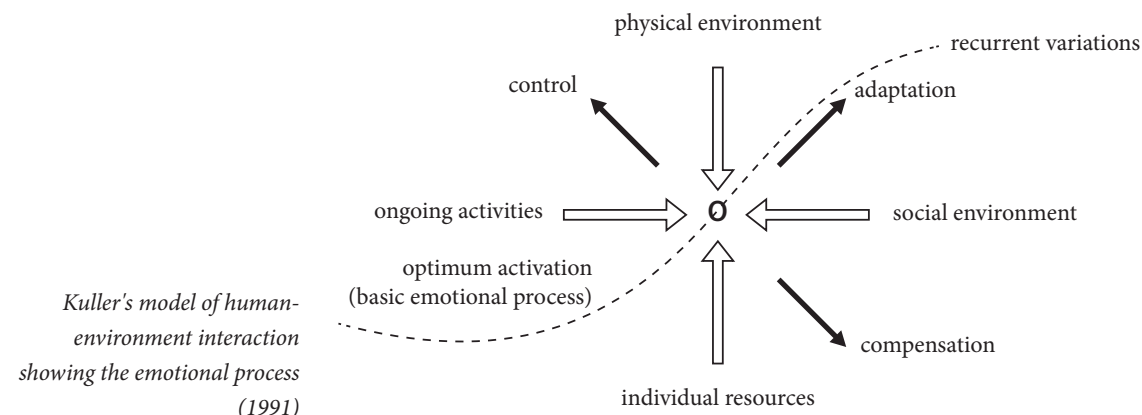
2.1 Towards Active Urban Life

sustainable future The world has striving for world peace since long time ago, but as the technology development has been unprecedented, the global goals that has been agreed upon all over the world also almost unheard of throughout the history. The fact that now despite all the differences, 193 countries globally are working hand in hand to do their best towards a sustainable future. In attempt to actualize this goal, there are two indicators that stick out to this project, which are towards a good health and sustainable communities.

Health is the basic needs for a strong society, it consist of the mental and physical aspects and should be approached in an active way. Therefore a sustainable cities should take the active life into consideration for bettering the wellbeing state of its citizen.



dynamic emotional process Human wellbeing is affected by the state of positive mental state and the process of creating this state is started from the dynamic process of emotion within the living soul. Understanding the mechanism will help to see the corelation and the urgency of a hospitable environment to this topic. According to Kuller's model, there are causes and effects according to the human-environment interaction. Referring to this model, it is clear that physical environment plays an important role to affect the control and adaptation together with the ongoing activities and social environment. Therefore the urban development need to consider the physical space with the possibility to be active and social to help its citizen obtain the better control and adaptation in the everyday life. The following section will also explain this need of active space from a more specific perspective, the relation to mental heath.



the design towards mental wellbeing environment

Nowadays we get used to the reactive approach for mental wellbeing, such as cure the mental illness through counsell or to improve the acceptance of people with mental disorder through destigmatizing campaign. But what is more important that it is still rarely exist the productive approach for creating a hospitable environment in order to boost the presence of positive psychology in the community. Health itself is a positive word, so towards a presence of mental health, the affirmative approach is needed.



Access to natural spaces



Facilitating physical activity



Pro-social activity



Safety (incl. wayfinding)



Sleep quality

There are five key ways on how to boost this productive environment for mental health (UD/MH), which are the access to nature, facilitates for physical activity, pro-social activity, safety, and sleep quality. This project will then focusing on upgrading the active space through the safety key issue, which including wayfinding. Safety is also related to the natural access control, natural surveillance, public/private space reinforcement, and maintenance to ensure a pleasing facade.

The perceived space when being used by the people needs to give the sense of safety and security, because threats can do harm to the psychological state. Such threats that will be highlight throughout this project is including traffic, getting lost, environmental pollutants, and crime, like street mobbing. To tackle and eradicate the potential threats is an essential contributor to the mental wellbeing by providing the secure and positive feeling. It has been studied that people who witness the unpleasant event during the activity on-stret will have a traumatic and recurring unsafe feeling and leads to the hinderance of using the public space, which therefore will also leads to the poorer mental condition even after years of the incident as it is rise the anxiety level and negative perception.

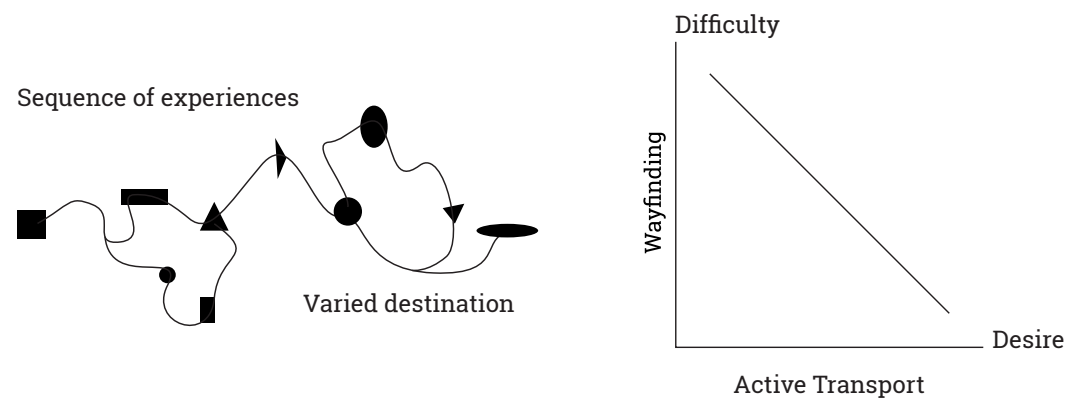
2.2 The Wayfinding System

Wayfinding is a determinant factor in leveraging the pleasant physical settings for everyday activities. There is a basic process of wayfinding which involves four stages:

- Orientation: the attempt to determine location, nearby object, and desired destination.
- Route decision: the selection of a sequence in direction to destination.
- Route monitoring: verifying the selected route is heading to destination.
- Destination recognition: when the destination is identified.

In the context of built environment, wayfinding is refer to the user experience of orientation and choosing a path within the physical settings. Kevin A. Lynch in his book *The Image of the City*, defined wayfinding as "a consistent use and organization of definite sensory cues from the external environment."

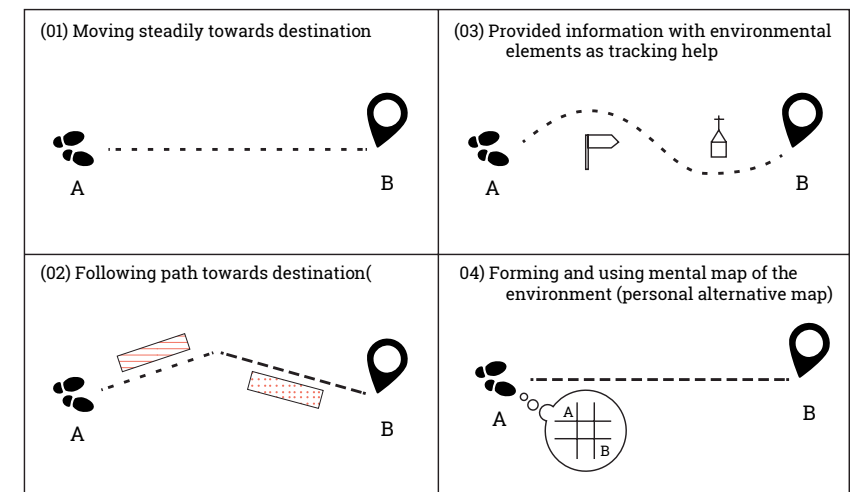
the visible journey In the urban life, wayfinding should work as a system embrodiered in the structure. As it is mostly refer to orientation which closely related to the perceived space by individuals, the character of the space should be clear with an adequate continuity and change to provide the proper perception. A poor wayfinding performance can leads to disorientation and therefore negatively impact the psychological state of user. It can influence the preference of mode of transportation due to the difficulties.



wayfinding skills The wayfinding performance is varied upon individuals skills and strategies. Skills are refer to three different factors, which are biochemistry, cognitive, and expertise. Biochemistry is the factor which individu born differently, where gives the effect of good or bad wayfinding skills despite the physical structure. Cognitive and expertise is a progressive factors as it is depends on the year spent on exploration. As for cognitive factor, it refers to the familiarization of specific areas and therefore manage to navigate themselves from any point. In short, it is factor that differs the local people and visitors. Meanwhile, expertise factor refer to the exposure of individu to the general knowledge of urban structure and therefore will simplify the thinking process of navigating through spaces.

wayfinding strategies Regarding the strategies in wayfinding, the difference is solely based upon individual preference caused from the skill in this term. There are four different strategies as illustrated below that creates different attitude in the public appearance. There is no best or worst strategies of wayfinding, but the lack of information one could receive will then leads to go astray. It is important to provide variety for people to be able to distinguish different place but still keep the consistency for balancing the spatial sequence one can perceived along the journey. The animation of rich order can create a stimulation for public activity and the usage of space.

biochemistry
cognitive
expertise



2.3 Life on Street Level

- Walking in urban life* Aspects of walking activity:
- Physical activity behaviour
 - Travel activity behaviour
 - Personal recreation
 - Utilitarian activity
 - Social activity, etc.

Urban design factors that affecting the walking activity:

- Street width
- Aesthetics
- Landscape design
- Street furniture
- Design at ground level
- Number and position of entrance

Understanding walking activity through the lens of some experts:

(Gehl, 2010) Provision provided at macro level but the battle is fought at the micro level.

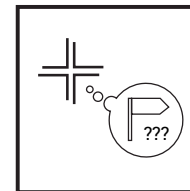
(Handy, 1996) Walking in order to fulfill errands happens two times more frequent in high walkability neighbourhoods, but walking as an exercise does not show significant difference in varied neighbourhoods. (Saelens et.al., 2003a) Walking for recreation/exercise found stronger association with socio demographics factors rather than built environment. But individual behaviour of walking for transport/errands more influenced by the built environment.

(Lee & Mordon, 2006a) Sidewalk has more to do with recreation walking while shorter routes will be more beneficial for walking for transportation

Inclusive Urban Design

To generate a positive impact in the urban environment especially for walking activity, it needs to provide a space that welcome any group of user, including elderly and children. People with dementia is one of the most vulnerable users of public space. The following elements for an inclusive urban design is can help to boost the public life on-street level for a welcoming street experience (Burton, 2006), which are:

Familiarity



Easily understood and recognisable

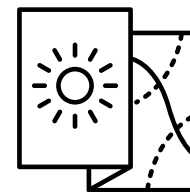
FAMILIARITY: the street appearance should be recognisable and easily understood by people at all ages. It is also related to the hierarchical order of street the meet the expectation of what to find in main street compare to neighborhood street. For example in the main street, people has the background image of busy life and wide space, while in the neighborhood street, people expect the image of quieter and narrower space.

Aesthetic appearance could be a tricky part for familiarity since the latest modern design would not be easily understood, especially for older generation. Contrasting is food for visual attraction, however it is important to have clarity in design style especially in every public facilities and signage should be present if necessary.

Aspect that help to create familiarity:

On street level, maintaining the long-established street and its hierarchy is crucial. Also for aesthetic appeal in new development, emphasize familiarity through using the local forms, styles and materials in the best possible way. Some physical feature consideration is also for public buildings, the main entrance should be clearly visible and understandable from the street.

Legibility



Explicit street networks

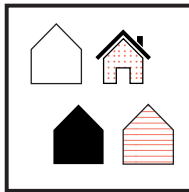
LEGIBILITY: the street network should be understandable with explicit signs and visible, unambiguous features. The condition of the street should allow its user to navigate themselves with various wayfinding technique: maps and directions, mental maps, route planning, signs, and landmarks and environmental features. Less distracting or excessive visual stimuli, connecting street, gently winding street compare to long straight street.

Aspect that help to create legibility:

Streets: (Layout) Preferably the irregular grid pattern which also include junction type of T-junction, Forked junction, and Staggered Junction. (Shape and Size) short lengths, about 60-100m and relatively narrow to help maintain concentration.

Architectural and Environmental Features: (Public and Private Space) Buildings fronting the street to provide a visually interesting street frontage and clear distinction of public and private space. Fencing, walls, and hedges should kept low to allow visually accessible building numbers or name. (Signs) Plain, simple, and provide explicit and essential information only. Large, non-stylised dark lettering on light background, and realistic and unambiguous symbols. (Landmarks and environmental features) Street furniture designs familiar to all ages and latent cues such as trees are positioned and decision points, where the line of sight ends.

Distinctiveness

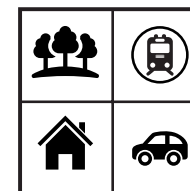


Visually different to help guidance

DISTINCTIVENESS: the streets should reflect the local character of the area and have a variety of uses, built form, feature, colours and materials among the overall characters in the neighbourhood. Preferably the informal public space where compare to formal but empty squares. People will also use the distinction for the wayfinding cues with 5 different types of landmarks and 2 different types of environmental features, which are:

Landmarks. (a) Historic buildings and structures: churches, memorials and monuments are more likely to be remembered due to long existences and distinctiveness. (b) Civic buildings: town halls, hospitals, and library is important due to its function. (c) Distinctive structures: high-rise buildings, bridges, spires, steeples and towers due to its pointing out presence. (d) Places of interest and activity: parks, playing fields, tennis courts, nature reserves, allotments, and recreation grounds due to the activities its accommodated. (e) Unusual places, buildings, or usages: specific identity regarding its style or visual image.

Accessibility



Enable people to access and reach services

Environmental features. (a) Aesthetic features: water pumps, fountains, village greens, ponds, front gardens, trees, hanging baskets, flower tubes: familiar structure to help create a rich and vibrant visual experience and distinctive image.

(b) Practical features: telephone and letter boxes, public seating and bus shelters: it needs to be long-term and with unambiguous style.

Aspect that help to create distinctiveness:

Local Character: the new design should complement the established identity of a place rather than detract from it.

Varied Urban and Building Form: mixtures in uses and building forms (shape, features, materials, colours, contrasts) and creates individual design of each streets (materials, colours, lighting, boundaries, vegetation, and skyline).

Interesting, Understandable Places: clear public/private distinction and more informal urban square/green space with plenty of activity, delineated footpaths, variety of features, (seating, trees, soft landscapes).

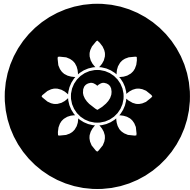
ACCESSIBILITY: the streets should enable people to reach, enter, use, and walk around. Provide various facilities and well connected with flat surface, wide space, and pedestrian level crossing signal. Given the varied ability to different age group, it needs to be taken into account that people in their mid 70s generally need 10-20 min to walk 400-500 m and cannot walk further than 10 min without a rest. (AIA,1985). Avoid the dead-end street (such as culs-de-sac) that limits the ability to move continuously and level changes as it is can be difficult to see and confusing to negotiate. By providing more clean and accessible public toilet, it can improve the time spent outside.

Aspect that help to create accessibility:

Local Facilities and Services: Primary services such as general food store, postoffice, bank, health center, green space, and public transport stop, should be located within 500m distance. Secondary services such as community and leisure facilities, place of worship, library, and open spaces should be no further than 800m. While public seating should be available every 100-125 m.

Streets: clear views, physically connected, simple junctions of street layout with flat 2-m width footways and separated from motorways. Level changes should be provided with both stairs and ramps and refer to the design standard for inclusive mobility access.

Comfort



Enjoyable environment

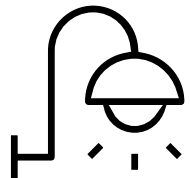
COMFORT: the streets should enable people to visit places of their choice and enjoy being in outdoor environment with calm, welcoming, and pedestrian-friendly condition.

Aspect that help to create accessibility:

Open Spaces: small enough to not daunt people to enter, well define with low fencing, active with presence of people, not isolated, well lit and provide seating, and has shelter and public toilet.

Streets: acoustic barriers in busy roads, relatively short and gently winding for undaunting streets, sheltered public transport stops, sturdy public seating every 100-125 m with arm and back rests in material that do not conduct heat or cold.

Safety



Well lit and public surveillance

SAFETY: the streets should enable people to use, enjoy, and move around in outdoor without fear of tripping, falling, being run-over, or being attacked. Safe streets have buildings facing onto them, separate bicycle lanes, and wide, well-lit, plain, smooth footways.

Aspect that help to create safety:

Natural Surveillance: Buildings oriented to face the street with visually interesting street frontage and avoid areas of dark shadow or bright light.

Pedestrian Crossings: audible and visual signals to reassure people that the crossing is safe.

Footways: 2m width, separate pedestrians and cyclists, buffering with the noise of traffic, safe paving material (such as Tarmac), and clear from unnecessary clutter.

2.4 Urban acupuncture

the third places To understand the importance of urban settings is begin with the recognition of the Third Place. Every one needs to be anchored into something to refer as it is part of being human. Many people are lucky enough to have the vivid first place where they belongs to effortlessly, which is family. The other may also quite fortunate to have the second place for them to reach out in daily basis, such as school or workplace. But many other people in the city who has neither but only third place.

In the real term, third place means nothing but place to visit optional when there is chance or time or simply due to needs fulfilment. These places are so called shops, restaurants, supermarket, parks, or other public facilities that one can reach out freely. But for some of the categories as mentioned above, third places could be the only place.

Refer to this issue, urban design play a role to make a city as convinient as possible, even if people will have merely the third place to be anchored. To simplify, a welcoming experience for everyone, every age, and every condition and as hospitable for people to be able to call it home. A city that not only provid spaces to move around but a system that allow people to act out the equality, appreciation, and tenderness as part of their daily life. As a bottom line, the city needs to put people altogether despite of the differences for them to be able to see each other and do life together.

pinpricks for life In the book of Urban Acupuncture by Jamie Lerner, it is explicitly emphasized that a good city is merely a city with people come together. This togetherness can only be achieved if there is possibility to be active in the outdoor settings, in the public realm. When people rely on their car and shield themselves under the roof of private space all the time, it means that either the public structure is threatening or simply uncomfortable. Here is the upgrading towards the pinpricks of urban refinement can take place as the acupuncture can cure human body, the small changes but in vital location can relieve the stress in urban life.



the urban prinpricks

The small-scale interventions is meant to yield transformation on the greater urban context through site selection with analysis of aggregate social, economic and ecological factors, and being developed through a dialogue between designers and the community. It can be achieved through injecting a vigorous shot of natural elements and human scale into the existing urban structure. Another method is through spontaneous action such as urban farms and community gardens towards a more sustainable communities and co-existence with the natural environment.

A sample of urban acupuncture in infrastructure is through the underground stormwater reservoir that act as flood relief for the surrounding city as a sponge and therefore also act as biological filters to purify water originated from polluted rivers. To sum up, urban acupuncture meant to be a particular manipulation of the urban energy to create a sustainable city.

2.5 Summary

emphasize urban life People is inseparable from urban life as it is the determined factor of a successful urban fabric. The attempt to interweave the psychological needs in the structure can generate a higher quality of the urban life. Through the supporting issue and wider perspective provide by the wayfinding system, life on street level, and the urban acupuncture concept, the strategies of design proposal later on will root in the emphasizing of social interaction.

Urban transformation can start small and local, but it is not necessarily means to diminish the potential impact to the greater good. From signage provision to the change in built environment structure, all types of change can creates a better or worse public activity. Therefore the comprehensive analysis before taking decision on the urban design strategy will benefit for the improvement.

CHAPTER III
Case Studies

Kristianstad, Sweden
Nyköping, Sweden

3.1 Kristianstad, Sweden

in-between development Sweden is consisted of many municipalities and currently going on rapid development especially in the southernmost part of the country where more than 10% of the population live. It is due to the most comfortable climatic condition compare to another areas in the northern parts and also the proximity to the mainland of Europe for a more convenient way and shorter distance of travel. This municipality development mostly perform as a supporting areas that provide a cheaper options of living and good access to the workplace in the big city nearby. However, many of the suburban development has turn into the main city during the period of transformation, as the following sample of Kristianstad city.

The municipality development with a decent consideration can generate a hospitable living environment instead of creating more problem for the sustainable future. Decent consideration is including the scale limitation and understanding the urgent and basic need of city transformation that also can lead to an upgrading in public life. As the urban acupuncture theory has mentioned that the solution to a problem a city are facing can lead to the opportunity of space creation and activation towards a vibrant use and activities within the city itself.

from challenge to advance One of the chosen case study to get a deeper understanding of how the city can transform a challenge to opportunity is from a city which manage to overcome the flooding threat to an ecological meeting place. Kristianstad is a city in the eastern part of Skåne with 40.926 inhabitants in 2018. The development of the city for the last 15 years has transformed the main function from a garrison town into a commercial city. It is concerned to support the surrounding area within Kristianstad municipality with numerous agriculture enterprises, including Absolut Vodka, the well-known brand from Sweden which produced in Åhus, a town within the municipality. Despite the generosity of crops in the land, this city has some disadvantage due to its geographical location and condition.

overcoming threats As the lowest point of Sweden with the upper register 2.41m below mean sea level, Kristianstad need to be protected from flooding by a system of levees and water pumps. Working on this challenge, the city start to build a wetlands around the city which also known as Kristianstads Vattenriket Biosphere Reserve. Nowadays this system is a UNESCO biosphere reserve and also one of the main tourist destination in Kristianstad. Given the advantage of proximity to the train station, this space also being used not only for the new visit center to inform the visitors of the city managed to overcome the flooding threats, but also as the meeting point and accomodating many events which led this place to enrich the public life as well.



3.2 Nyköping, Sweden

connected city development Human being needs to move and there has been many technology invented due to accommodate a faster, easier, and cheaper way of transportation to help people moving around. One of the mode of transportation that was invented and developed as the most efficient and sustainable option of transportation is train, thus, many of urban areas are consequently being developed along with the the train track expansion in consideration. However, for the purpose of well connected transport system it may also lead to some transformation within the city, for instance as to support the better connection to adjacent region, the city needs to build some massive infrastructures in the scenery areas that resulted in the drawback of space quality. Geographical location is a decisive matter for this connectivity based urban development and its impact on the life in the environment.

The area development regarding to the connectivity can happen inward or outward the transport hub, while the main baseline to keep is to create a convenient mobility with acceptable distance to the destination and avoid city centre desertion due to the lack of space quality. The following case study will describe about a city that serve as the connection hub to the greater region, domestic and international, with the presence of airport, train station, and bus station in its locality. Even though it gains many advantage of being a well connected city, there are some challenge regarding the human experience on street level that should be maintained to provide a hospitable living environment for its citizen and not merely accommodating the movement for its visitors.

effective support system Nyköping is the capital of the Södermanland County with 38,069 inhabitants in 2018 and the home of Stockholm Skavsta Airport, formerly dedicated form reconnaissance wing in the Swedish Air Force. In the 16th century, Nyköping was a royal residential seat, while the current street plan is built only after the invasion of Russian troops in 1719. This city is industrialized relative earlier than the rest of Sweden with textile and dairy products as the initiator.

Located near the Baltic Sea coast, this area is noticed as a coastal location with picturesque scenery and retains the oceanic hybrid for a comfortable climate condition, causing warm summers and snowy winters. Due to the satisfying geographical location, there is also a plan for new high-speed rail to be established between 2033-2035 via the city in order to make it possible to travel between Stockholm to Gothenburg in 2 hours.

Furthermore, Nyköping is the departure of a small river named Nyköpingsån and divide the city into easter and western part. Since this city is vital for connection, thus connectivity is need to be maintain regardless the site condition, which resulted in the presence of seven crossings above the river for automobile traffic connection, including the E4. However there is additional bridges for pedestrian and bikers next to the crossing, which made the active movement seldom longer than the actual distance and creates possibility for life on-street level.



CHAPTER IV
Site Context

Sweden
Oresund Region
Landskrona City
The Study Area

4.1 Sweden

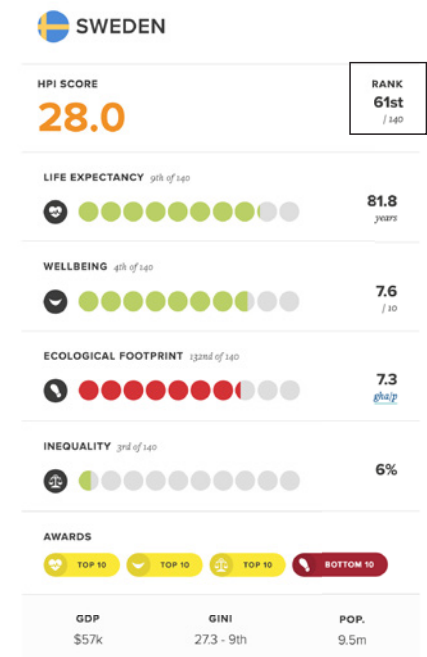
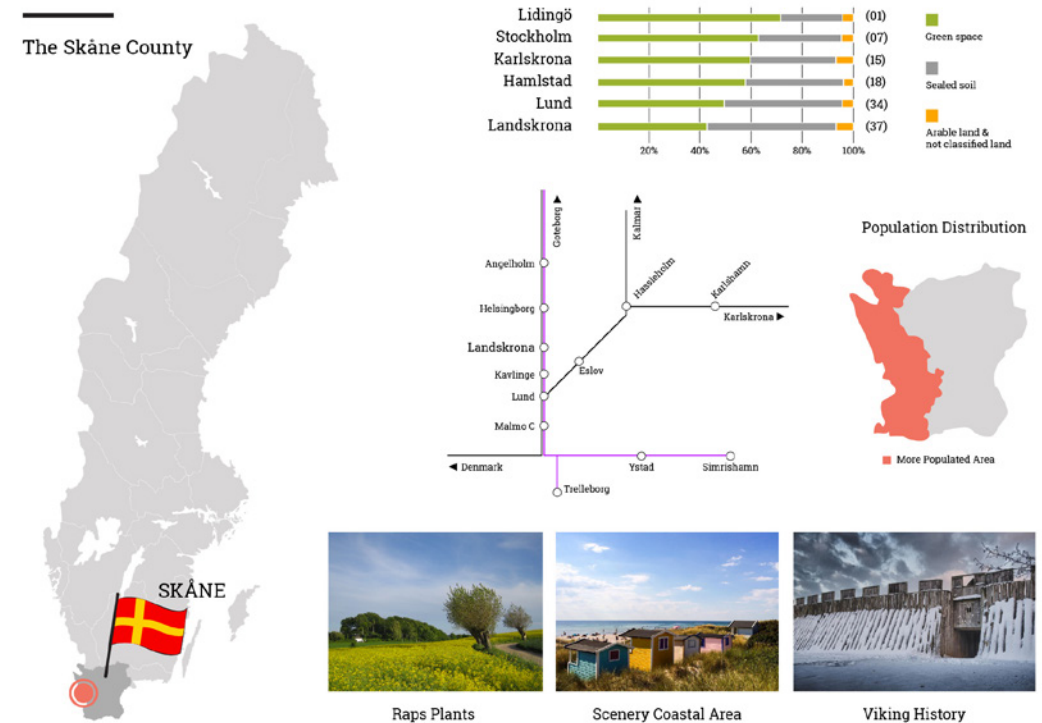
the paradox of happiness

Landskrona is located in Sweden, a mostly well-known happy country, which apparently not always means that happily ever after. Recent rating of happiness index has shown some contrary to this recognition. The World Happiness Record (WHR) shows that Sweden is one of the most top ten happiest country in the world. But somehow in the Happy Planet Index (HPI), Sweden is only getting a position in the middle level, which is 61st out of 140 countries. The difference between the two index is rely on the ecological footprint, which only exist in HPI, and thus make Sweden step down in the stairs of fame.

Some facts about Sweden that is also interesting to highlight is that among the 10+million of the population, around 85% of it are urban dwellers. Perhaps it is also related to the geographical condition of Sweden that even though it has 1.574km stretch from south to north, 69% of the area is forest covered which is uninhabitable. Moreover there is only less than 3% of the area that is built up, that's why as a country, Sweden has a low density which is 24/km2.

Sweden has a long established method of keeping the nature around. Love the nature, is one of the main idea grows in the mind of young swedes and keep growing mature age and seems like will always be linger there. Even though it is rare to have a comfortable wheather in Sweden to willingly stay outside, every single sunshine does matter. That is why green space presence will alway high on stake in every development in Sweden.

Recent survey has shown the stats of some cities in Sweden and the functioning of its area which is acceptable compare to many other part in the world. But, out of 37 cities being surveyed, the southern the location, the less green space percentage exists and Landskrona is down in the lowest ranks. It is show that there still works to get done in Landskrona toward a sustainable future and it can be started through the provision of nature as an integral part of everyday life in the city.



4.2 Oresund Region

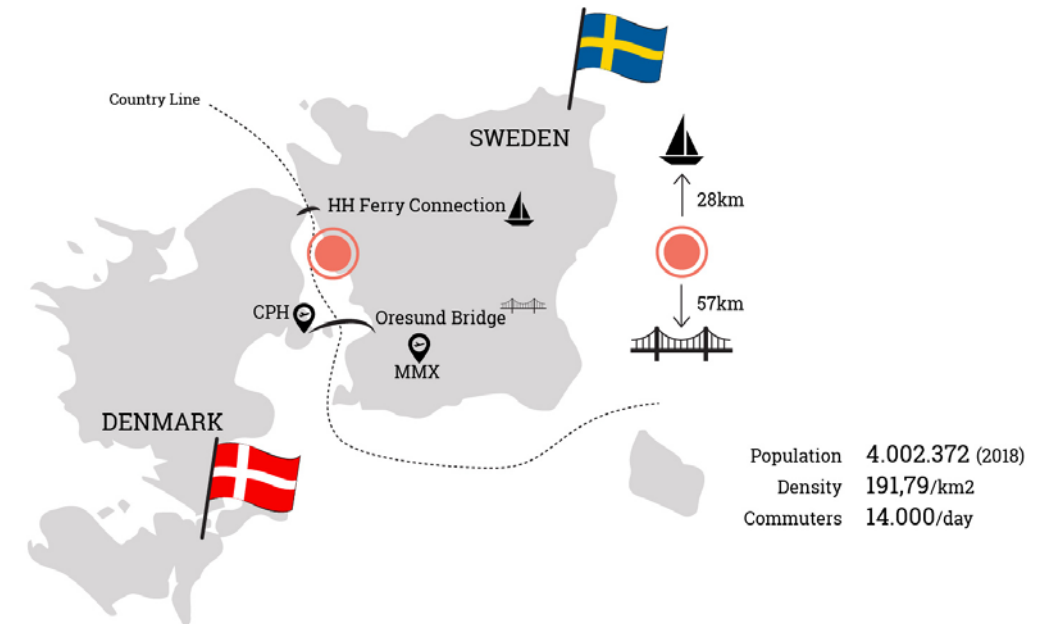
the educated population

Located in the southernmost part of Sweden, Landskrona has a long history with the neighbouring country, Denmark. Moreover it also has a legacy that now being used as a touristic destination, Ven Island. This proximity and well connection has provide a globally known region with the most population in northern europe or so called Oresund Region. Equipped with Oresund bridge that connecting Sweden and Denmark through Malmo and Copenhagen since 2000, this region has also become the central business concentration, most active area for commuting and international connection to the mainland Europe.

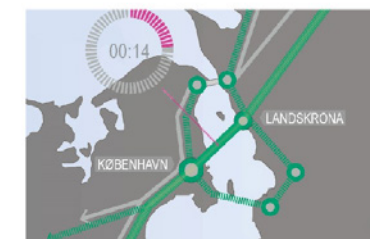
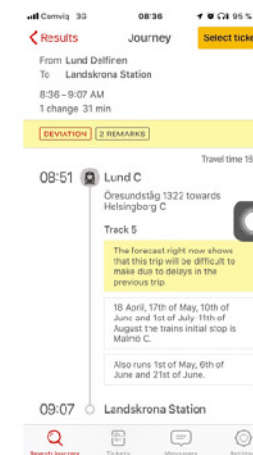
The connection to Denmark is happening in the north side of Landskrona as well, through the ferry transportation between Helsingborg and Helsingor. Landskrona is located right in the middle of both the bilateral access, with an acceptable distance, which are 28km to HH Ferry Connection and 57km to Oresund bridge. Thus Landskrona also get the benefit of being in the midway by getting extra commuting people to the live or work in the city.

To extend this possibility and developing the potential as transport hub even more, there has been a proposal of Europaspåret as a projection of future connection from Landskrona directly to Copenhagen city that will reduce the travel duration to less than 15mins from point to point. This is a desirable future for a greater connection and less traffic for the train line as it is still burdensome at times for the commuters.

Oresund region with 8 higher education institution and 2 of them is Scandinavian best universities has nominated this region as the most educated region in the northern europe. Along with this higher education institution, this region also well-known as the most innovative region seen by the numerous start-up companies is embark from this area. Landskrona took a big advantage of it due to its low land price and accessibility, many of those industries has aquaire space within the city to be called homabase and deliver goods to the greater world.



The region is an important hub for economic activity in Scandinavia and the connection between Nordic Country to Greater Europe



Europaspåret Proposal

Commuters Life

4.3 Landskrona City

the transforming city As a part of west Skåne, Landskrona is one of the 34 populated municipalities with 12.09km² total area and density of 25.82/km². This city has a long history of its development and in the later 19th century, the city transformed into a heavy industrial area from a military settlement. Some interesting part of the people in Landskrona is the relation to sports and art.

Landskrona BoIS football club is existed in the city in 1924 and has been inseparable part from the core of its people since then. In 1963 a new art gallery also being built and called as Landskrona Konsthall which located in the castle park in and known as one of the most exceptional art galleries in Skåne. This place accommodated 6 exhibitions a year and one of the highlighted event take place here is Konstrundan, an art and craft event involvin various local artist throughout Skåne.

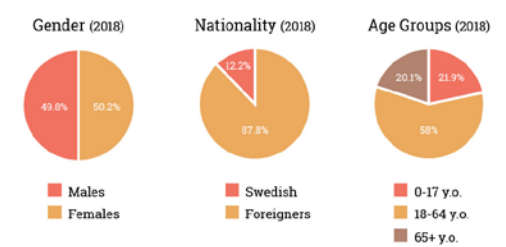
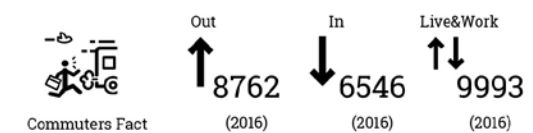
The public transportation access in Landskrona is highly accessible with almost all part of the city then can be reached within less than 500m from the bus stop. In addition to it, the bus system also has used electrical power as an effort for a greener transportation and less fossil fuel.

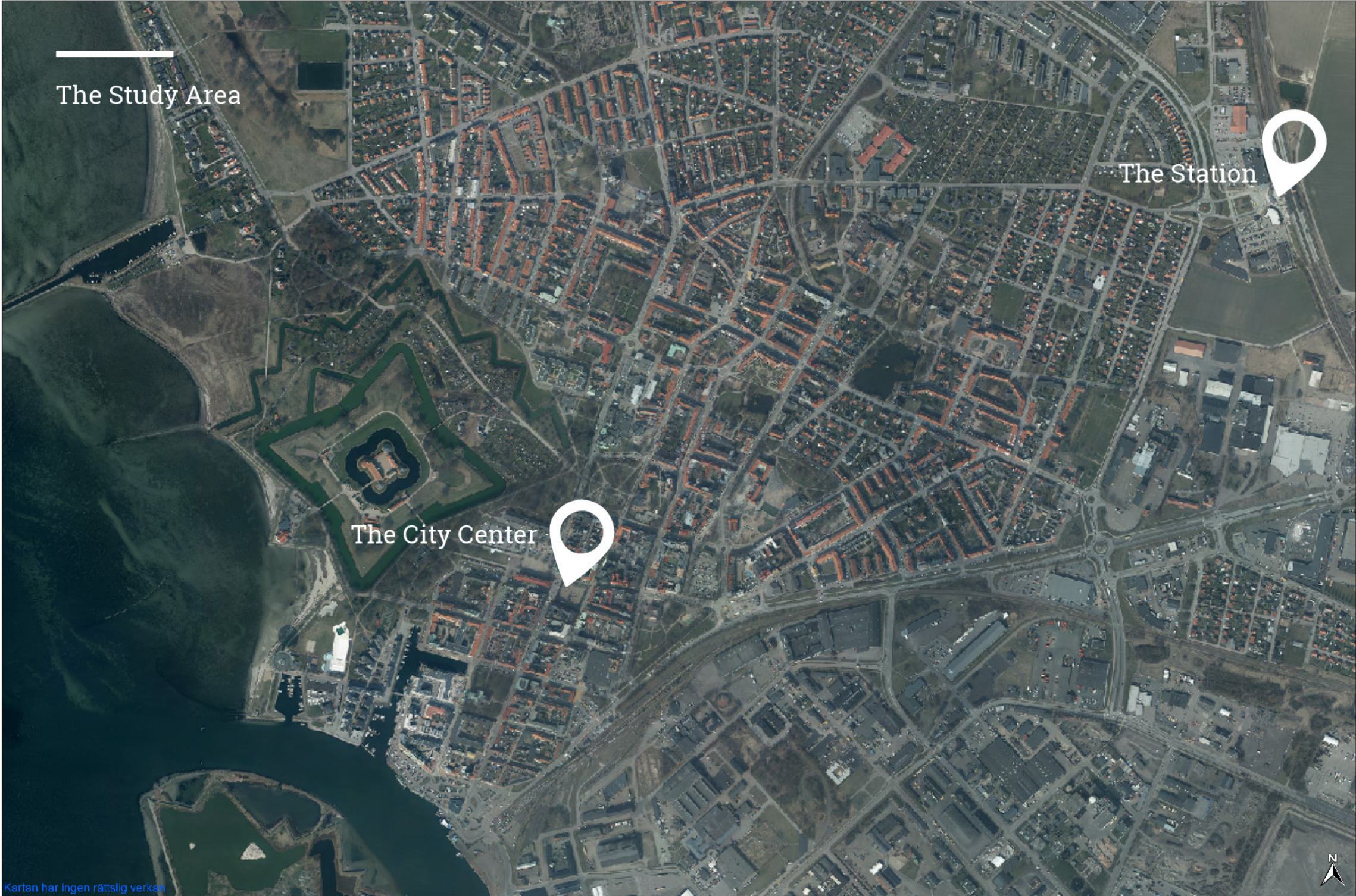
Population stats of Landskrona is also compelling given the fact that there is a balance amount of male and female comparison. The distribution of age categories is even as well, with the productive age take the most place, thus this city has the advantage of demographic surplus. Rich and vibrant community is part of the population fact in Landskrona with more than third quarter of its inhabitants are foreigners, it creates an international experience of living in the city. Although on the other hand the segregated area might able to raise the urban crime and diminish the dynamic culture it supposed to provide.

The Landskrona Municipality



Locality : Landskrona
 Country : Sverige (SE)
 Latitude : 55.881223
 Longitude : 12.835803
 Timezone : Europe/Stockholm UTC +01:00
 Elevation : 9 meters / 29.53 feet





Kartan har ingen rättslig verkan

Karta framställd genom utdrag från kommunens geodata
© MBK och GIS, Stadsbyggnadsförvaltningen, Landskrona stad

100 m
Skala: 1:8000
Datum: 08.02.2019

 LANDSKRONA
STAD

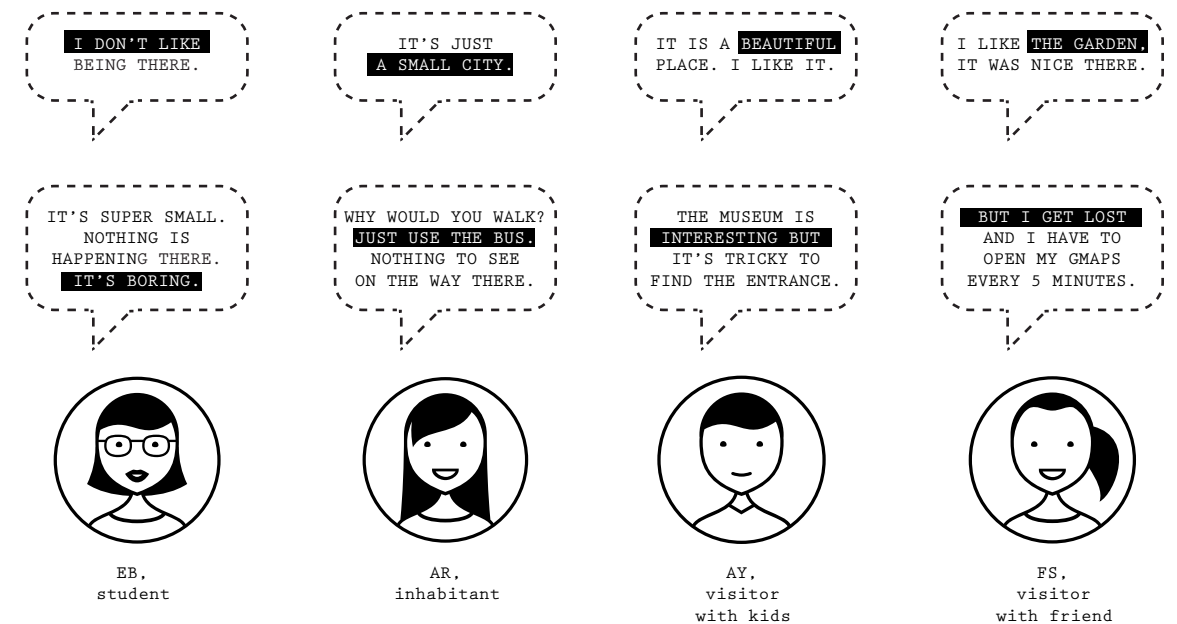
4.4 The Study Area

active or effortless The study area take place in the space between the train station and city center. Even though it has been over 18 years of operation, the experience or ambience of public life in the surrounding area is still sporadic. Previously the train station is located just in the southern par of the city center which makes it convinient to see the public life directly after hop off from the train. But since the opening of Oresund Bridge, the city needs to be more well connected to the greater area, and therefore the new location has helped to create a more efficient access.

In one of the talk with the resident of the city, the vast distance of the main points of the city has lead to discouragement in practicing active transport as a method of reaching the destination. The well connected bus line is one of the main reason, and the lack of interesting spatial experience along the walk is somehow added up the burdens of being active in the inbetween area.

This particular issue has raised the curiosity if vast distance will always means a non existent public life in the city or is it just like another challenge for walkability that can be delivered through a mindful spatial settings and strategy. The following section will try to address this issue through a more detailed analysis.

some interview summaries with the users of spaces in Landskrona

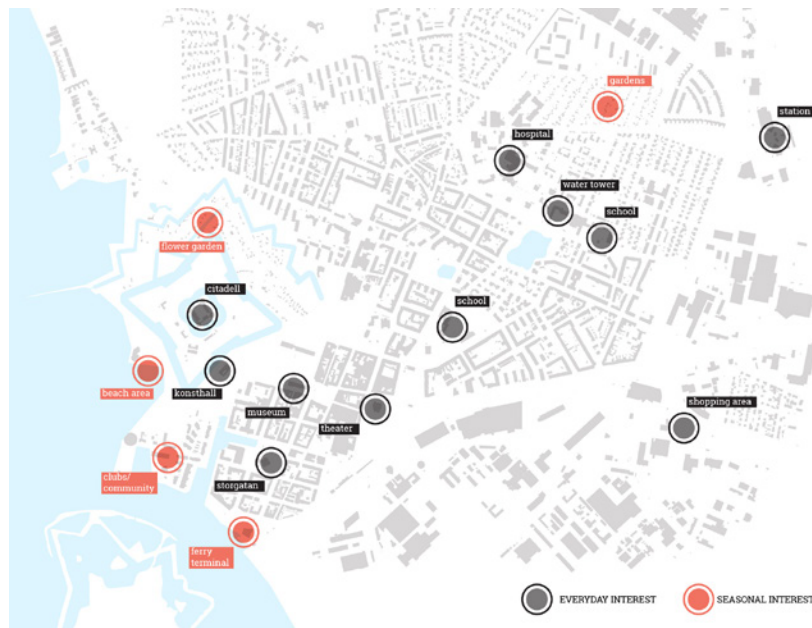


CHAPTER V
Site Analysis

The Layers
The Visit
The Synthesis

5.1 The Layers

everyday life Life in the city is rich when the people enjoy being outside and the activities occur outside the private living areas. Where there is a reason for people to be outside, there will be people outside. Supposedly these dynamic flows of people are mutual cause of the magnet in the city, given the active, public, and social space. The following section will explain some analysed layers that constructs the lure that invite people to have a good outdoor experience.



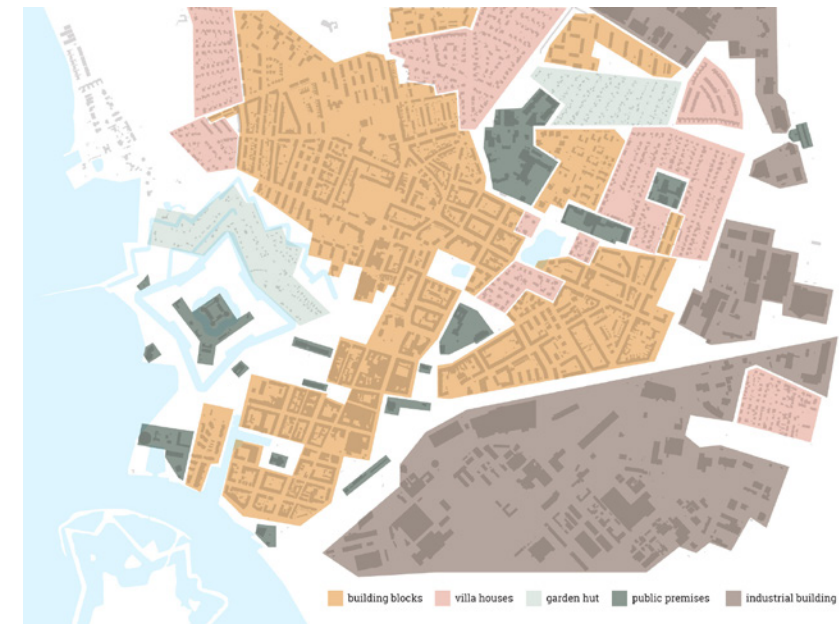
1. Place of interest

Given the geographical location with nordic climate, the places of interests in Landskrona can be categorized into two types of interests related to how often it is being used due to the seasonal change. There are some places to accommodate activities regardless the weather and some other places can only lure when the weather is good. It is also displaying particular area with most reason for people to visit.



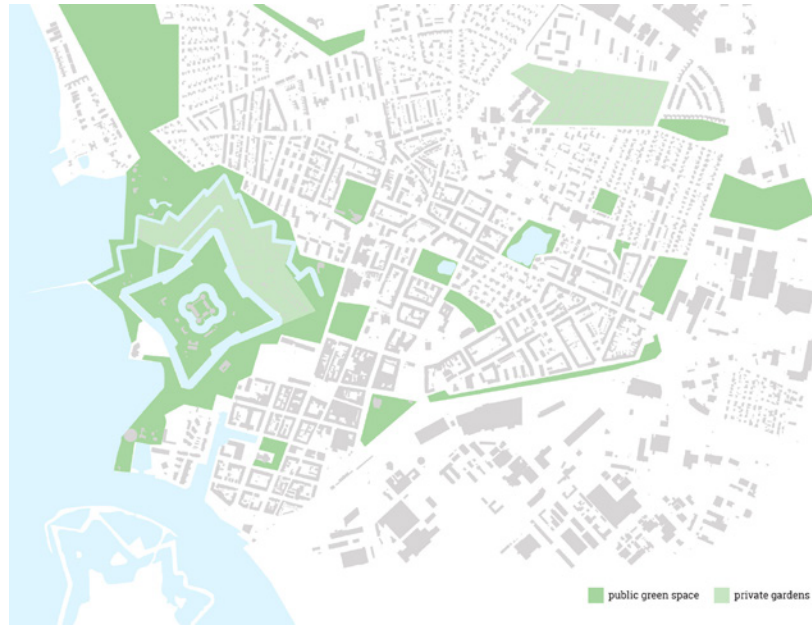
2. Active spaces

Active spaces will allow people to get physical exercises or having social interaction. These areas are mostly located near to the city center and used by various age group of people.



3. Building typologies

The building typology in Landskrona mainly recognized with building blocks and industrial building and it is located separately from each other which leads to a monotonous activities and life in places.



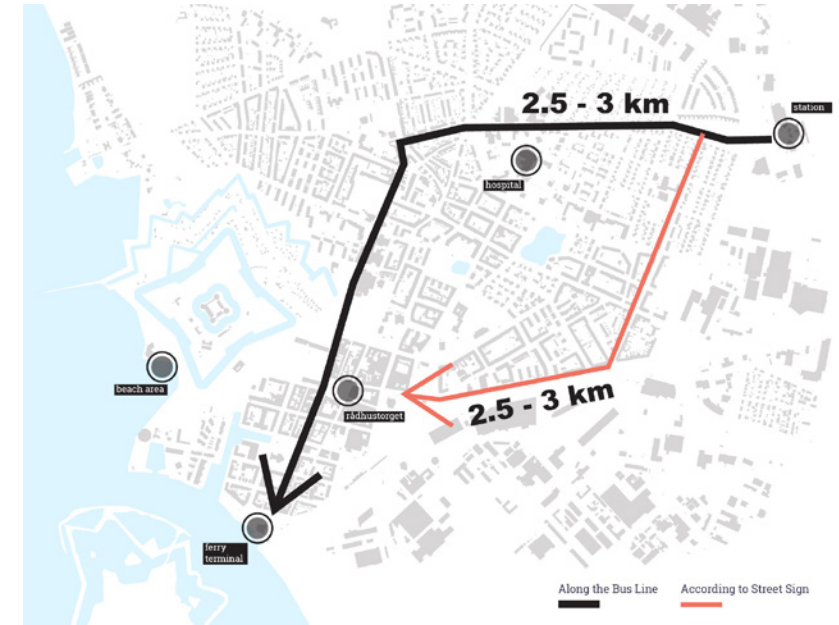
4. Green and Blue Spaces

The green and blue spaces are being present in Landskrona, consisted of the private and public access. For the private green space, it provides a pleasant virtual experience due the vibrant colour and shape, but not accessible to common people. On the other hand, some public green spaces are not rich and vibrant in varieties which leads to unused spaces.

connection and accessibility

Seeing the layers provided in the inner city of Landskrona, it is clear that most of the everyday life happens in the proximity to the city center. It is raising up the next concern of how to reach those places from various origin points, especially from the main city gate, the train station. In the previous chapter has been mentioned that due to urban development, the train station relocated from southern part of the city center to the east perimeter of the city which leads to detachment and uninviting experience in the beginning.

The following section will explain how this vast distance creates the hinderance for people to move around or doing the active movement in the outdoor space compare to the preference of using motorized vehicle both with private and public transportation.



1. Vast Distance

There has been some physical features help the people in navigating themselves towards destination despite the vast distance between train station and city center.



2. Public Transportation

The inner city access with public transportation enables people to reach every corner of the city within 5 mins walking from the stops. It provides help for people with difficulties in active mobility.



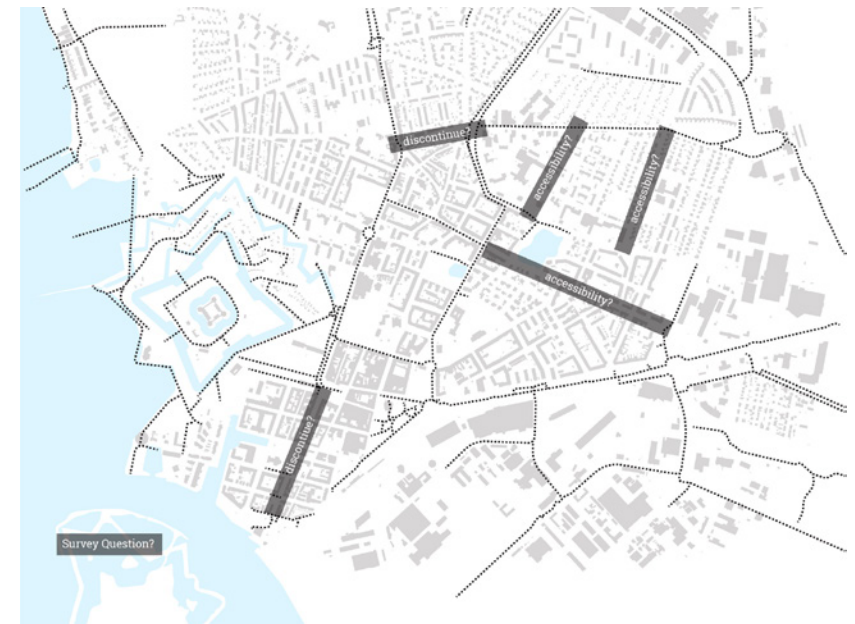
3. Walking distance layers

To understand the vast distance and how long is the journey could take times, this layers has shown that the city center can be reached in five layers of walkable distance (500m) from the train station.



4. Non-motorized Access

The designated access within the city in Landskrona for the use of active mobility is not entirely connected. It leads to some detour or changes in transport surface which sometimes can be obscure.



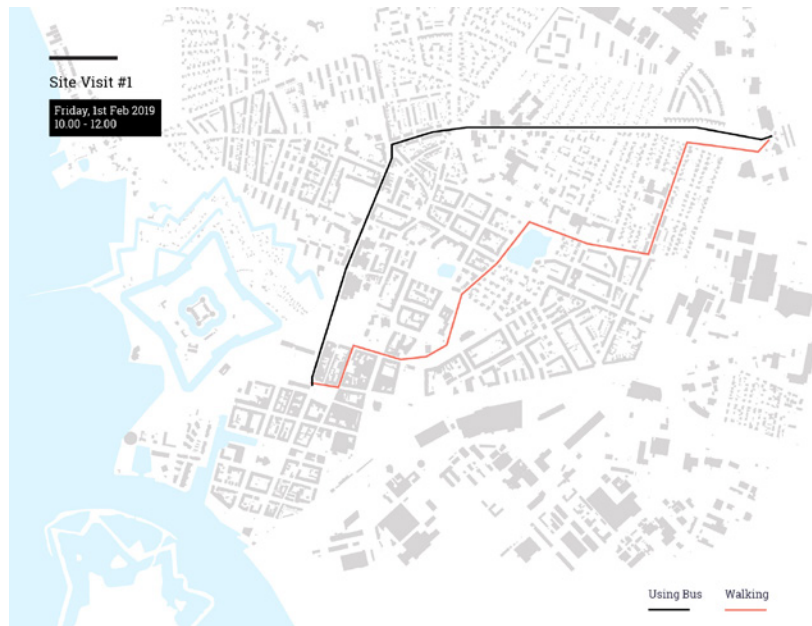
5. Disparities

The blank spaces between the disconnected designated lane for active mobility access generates some intriguing concerns that strengthening the issue of hindrance in being active outdoors due to the built environment settings in the city. As the previous layers has also provide information on the vast distance with well-connected public transportation, it raised some survey questions if there is active mobility being present and how does the physical settings in the disconnected walking or bicycle line.

The questions will then be the starting point of observation on the site visits and described in the following section.

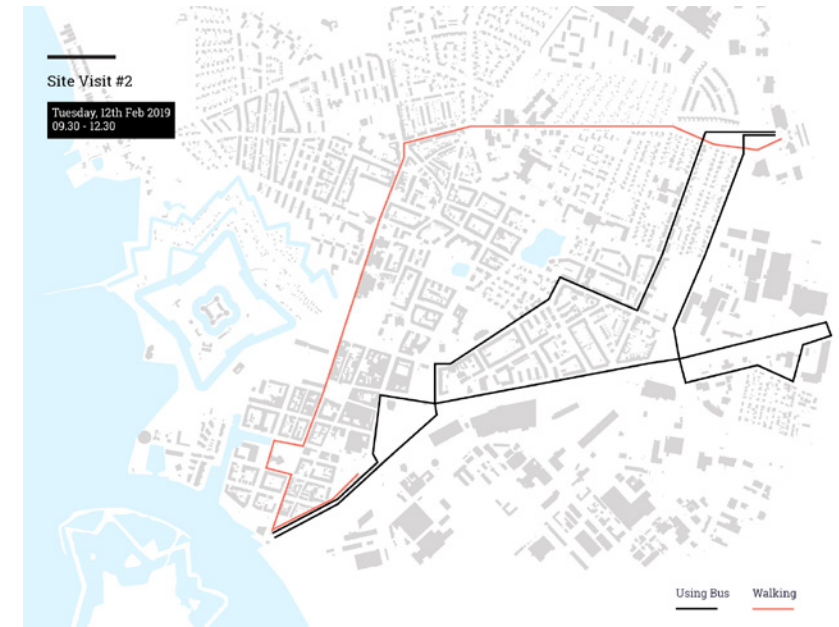
5.2 The Visit

on-site observation There are four different time of site visits to observe the space directly and to understand the public realm. These visits occurred in weekdays, daytime, and good weather to have a right analogy with the natural optional activities. Eventually it also generate some perspective of the space for the improvement reasoning that will be used in the next chapter influenced by the chosen route and mode of transportation, time specific, and areas passed.



#1 Site visit
Friday, 1st Feb 2019
10.00 - 12.00

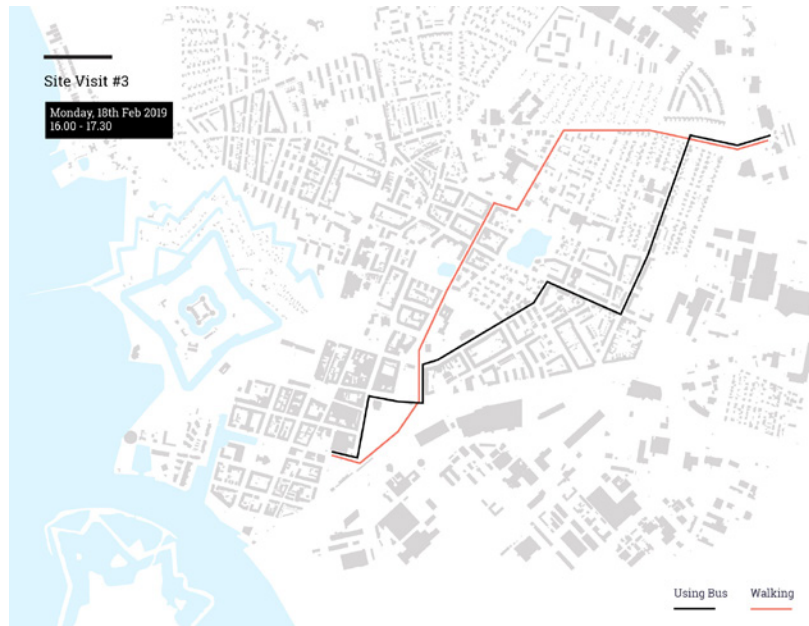
The first site visit is by following the provided street sign and the visual orientation towards the sea. It generates the experience of confusing and uninviting ambience due to the vast distance and empty areas in the beginning of the trip, at the train station.



#2 Site visit
Tuesday, 12th Feb 2019
09.30 - 12.30



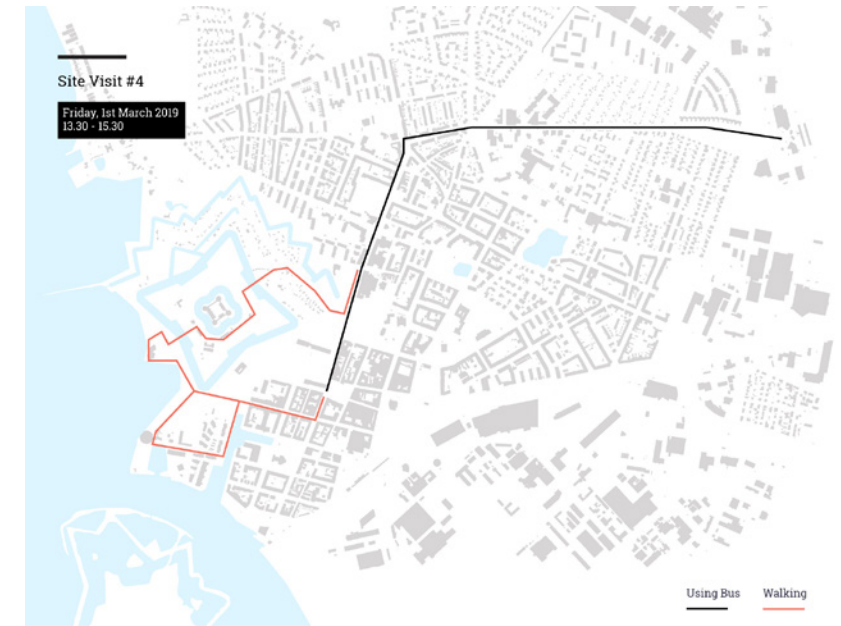
The second site visit is done by following the physical feature of electric bus hangover that act as a guide and generate an easy navigation towards the city center. During the journey it is clearly stated that despite the small city scale, the long and monotonous on street level experience leads to the hinderance of using an active mobility option to walk around the city. In some places, the greeneries and open skyline creates a positive visual experience, but due to the lack of people presence, the willingness of being outside will be reduced. It becomes more convinience to use the bus options to move around as it will allow to encounter with people. Hence, it generates the ambience of boring but with an easy navigation.



#3 Site visit
Monday, 18th Feb 2019
16.00 - 17.30



The third visit is meant to observe the activities in dusk time where most people will be in a relaxing activities with the more willingness to see and to be seen. The route is towards the most appealing visual experience from the architecture around the space, which on paper look like towards the newly built neighbourhood and the hospital. It also allows to passing by the other public green space and old building environment. But even though the good quality of visual experiences provided by the weather and physical settings, the outdoor activities are still hardly seen. Therefore it concludes the ambience of silent picturesque area.



#4 Site visit
Friday, 1st March 2019
13.30 - 15.30



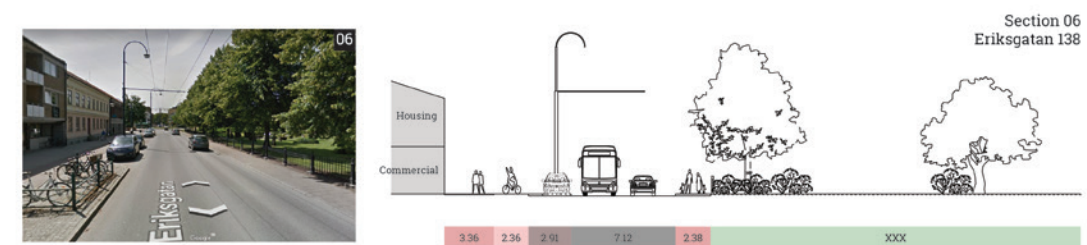
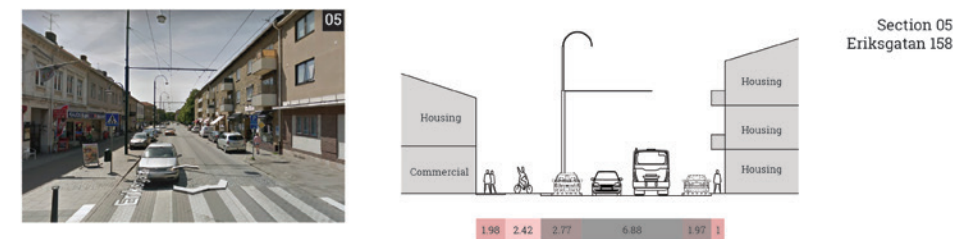
The fourth visit is meant to see the main magnet of the city which is the city center and the activities occurred in the public settings during the less busy time of the week. It shows that the area is highly used given the good weather and visual experience around the space. There is also a active park with outdoor gym facilities in the surroundings that attract more people to be present. To sum up, this is the main social space around the city yet it is neither publicly seen nor can be accidentally passed by from the main street. It is only accessible as a destination. Thus, the conclusion of the last observation is the city give and ambience of beautiful area yet detached.

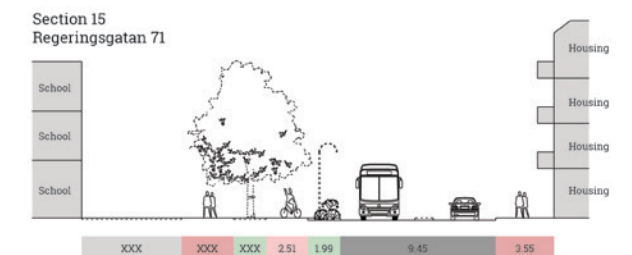
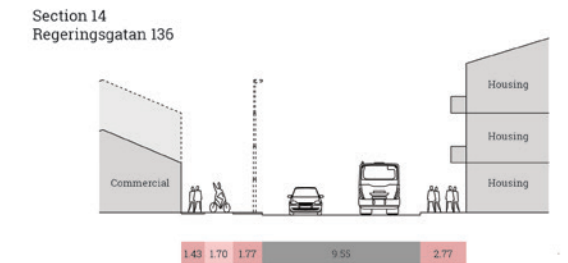
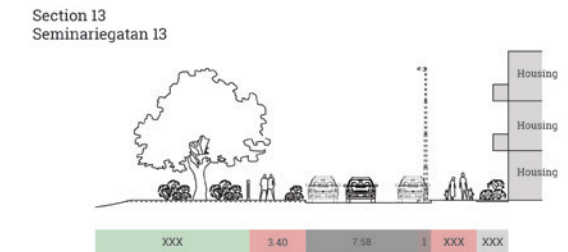
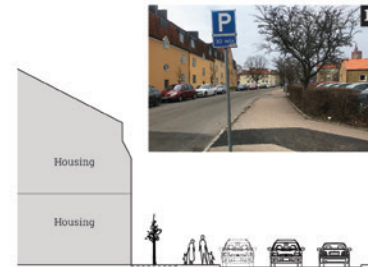
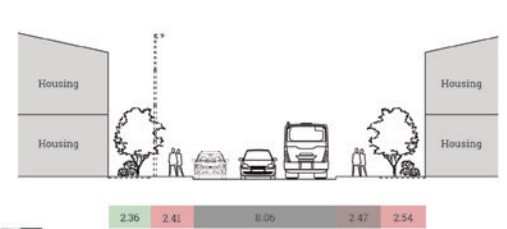
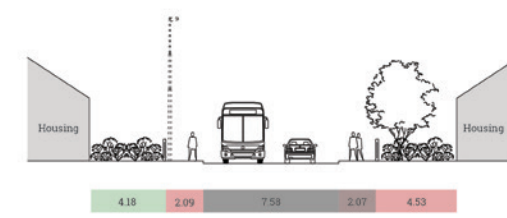
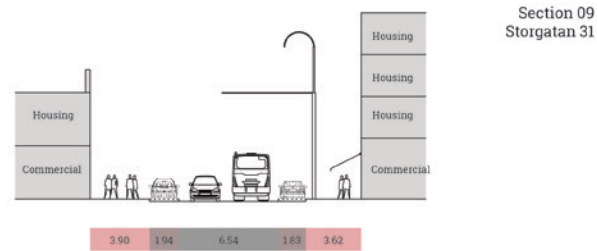
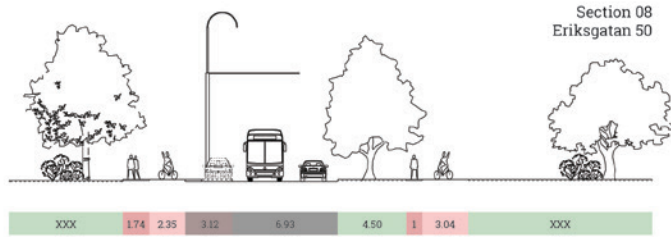
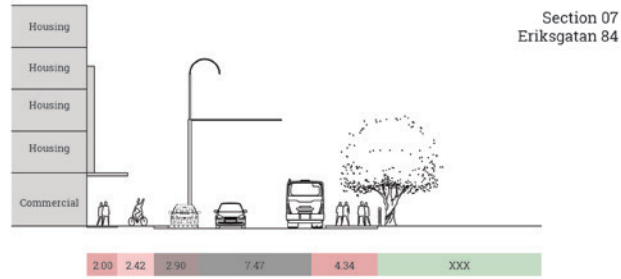


After the observation, there are some areas that leads to need of a more detailed analysis due to the sequences changes both as visual and perceived environment and its impact on the spatial experiences. These analysis will be divide into two different routes taken, which are from the main access, according the bus line, and the neighbourhood access, following the urban fabric and building orientation.

The main access

Along the primary city bus line from station to the city center, there is an overhang electrical line that indirectly can be used as a guidance. This is the simplest route that can be taken to the city center with access to some of the main supporting facilities such as hospital, public services offices, churches, and schools, and also the well-known green spaces in Landskrona, which are the citadel park and private gardens. Nonetheless, this simpicity can also bring boredom and early tiredness. The routes tend to make the impression of a longer distance compare to the reality. The presence of people is also rare in this route, especially in the beginning of the journey, related to the on street environment is mostly facing the backyard of the building that creates a weak public surveillance, that make people tend to use bus rather than be active.





Along the lines These part of the section analysis shown how the spatial experiences is change along the way from the train station to the city center and beyond along the overhang lines. Besides having a role as an important infrastructure as electrical line for public transportation in Landskrona, this street elements also acting as a necessary guidance for people to be able to move around in the city.

Parking on street is a common view as well. Despite the less effort to move around provided by this service, it can be a discouragement for the public life since it is diminishing the possibility for people to have a longer walk and be present in the outdoor space.

However, on the positive side is that along the route, there is presence of nature which is a favorable environment for walkability. Another highlight from the sections is the street width that varied only for low speed vehicle which is convenient for the safety issue of pedestrians and the everpresent sidewalk, even though the sizes varied a lot.



5.3 The Synthesis

All the layers given by the fact and on-site observation leads to sum up the some key issues to be delivered on the next stages in the strategies and design proposal. As for the synthesis, here will be describe the SWOT Analysis as a base for the main idea of the urban development and the major elements of urban fabric to change through the design proposal.

SWOT Analysis

STRENGTHS:

- Located in the Oresund Region, the highest concentration of highly educated population in Denmark and Sweden.
- Location for many industries and start up companies.
- Connection to greater region provide possibility to commute as a part of the economy.
- Vibrant and rich in cultures and heritages.

WEAKNESSES:

- Connection to the greater hub is only rely on the train only, which often times get trouble.
- The city centre is located far from the train station.
- Environmental contamination due to high productivity in industry.

OPPORTUNITIES:

- Potential as the new hub for the middle part of Oresund region through Europaspåret.
- More building demand and raised tax payment if the new connection being built.

THREATS:

- Congestion when the new transport hub is built.
- Housing crisis when there is more demand.
- Segregation.

Neighbouring access The other part of the section analysis has shown a different space perception looking from another areas of the city. Without the overhang lines, people should know where are the heading to and from which way in order to be able to move around. These area also provides a varied visual access which some of it does not encouraging the human scale on the street level, due to the vast distance from the sidewalk to the building facade without any activities or valuable elements being present in the in between spaces.

Anyhow the distant also provide a beneficial point as an open overhead space up to the sky. It is worthwhile to keep the perceived modest scale of the city, but not necessarily useful to keep the public life appear on the street. In some parts the idleness of social interaction can be reduced by the provision of balcony and a transparent ground floor and the commercial function among the monofunction housing neighbourhood. Overall the city has a vibrant and diverse quality that can not be generalized in a single perception.

The elements Landskrona is vibrant city with many potentials of visual pleasure and public life. But the urban settings and built environment condition has led to another side of the story. To summarize the analysis of the spatial condition in Landskrona, the following section will provide six main elements that primarily highlight the need of improvement. These elements is selected due to the prominent impact to the wayfinding in the city and therefore weakening the walkability. The elements are: disconnectivity, car expansive, uninviting facade, space perceptions, monotonous, and vast space.



DISCONNECTIVITY

One of the biggest reason of why there is barely seen people do the active movement in Landskrona is because of the disconnectivity of its active lane. The scarcity of the bicycle lane and difficulties to access the pedestrian ways, not merely sidewalk, is the common scene in some neighbourhood areas. Perhaps it also related to the city scale which could be said as a small suburban city that do not demand a fixed separation. But in order to have more public life in the public space, this connection and the convenience should be upgraded.



CAR EXPANSIVE

The weak street life experience has lead to a prioritize comfort above all, and therefore an effortless mode of transportaion has been a no brainer choice to move around in the city. This car expansive ambience is somewhat contradictive to the modest scale of the city that as supposed more encouraging in walking and cycling rather than driving. This is one of the focus element to be delivered in the proposed design later on, about how to reduce the presence of cars and substitute it with the presence of people.



UNINVITING FACADE

Life on the street level can only occur if there is a trigger for it. By this mean, another life that can be seen directly. It is not necessarily be on the same space, but as long as it is visually accessible. Ground floor plays a big role on how to make the street level life exist, by providing the transparency and interesting elements on the building facades. Openness is the easiest way to make passerby feel welcome, and thus willingly choose the active transport rather than motorized, since the possibility to experience the spatial environment can only be cultivated through low speed movement, through walking.



VAST SPACE

In the edge of the city perimeter of Landskrona can be found numerous empty space with undefined function. Up until the observation time, the main use of this area is for car parking. This will lead to a backyard ambience that discourage the life on streets. Another issue that also influencing this condition is the proximity to the old train station and heavy industry area, which resulting in a bleak appearance and unsafe feeling. There has been an effort to upgrade this area through the placement of playground in the surroundings, but it still lack of visible and clear access.



MONOTONES

Most of the urban spaces in Landskrona has monofunction in the surroundings area which creates a dull representation and mixed movement. This can be seen through the routes lead to the city center is mostly occupied by housing area with no attractive means to encourage people to be outside. The long perspective due to the straight sightlines also creates an unnecessary tiredness, and combine with the street parking on almost in the entire stretch of the city, the street become less attractive. According to this reasoning, there should be mixed function of each neighborhood and communal parking.



SPACE PERCEPTION

Vast distance is not only the words to describe the access from train station to city center, but it is also seemingly fit to illustrate the space perception in some places of the city, especially when it comes to the gap between buildings. In some areas these voids are filled with continuous trees arrangements, but in most of the places it is filled with cars and blocked with fences. It leads to a confusing perceived spaces and without a designated lane for active movement, these areas are the least expected to have people being present.

visual attraction and physical navigation

The most magnificent part of Landskrona is located in the vast distance from the welcoming gate of the city. Therefore the city center area as the main attraction point needs a clearer connection system as to ease the access and usability of outdoor spaces for a better potential of interactions. Through the upgrading of the aforementioned analyzed elements and physical navigation provision, it will strengthen the accessibility of the public settings.

Moreover, one of the key indicator to ensure a rich public realms in the urban areas is by the quantity of people being present. Therefore the upgrading in the proposal part will deliver the issue on how to improve the potential of inviting people to be present on the space and not only as a passer by but also to encourage people to linger. The stationary activities exists on the site will leverage the potential of a vibrant social life and invigorate the sense of belonging to the space.

As to ensure the active mobility enhancement, the built environment will also needs to provide a designated lane that easily understood as a specific function. However, human as a dynamic creatures may never always follow a formal navigation settings. Thus the designated lane should be present in the primary location and able to incorporate with the neighbouring street while still ensure the level of safety in the secondary location.

The strategy to implement this synthesized analysis will then be explained in the following chapter.

CHAPTER VI
Proposal

The Strategy
The Design

6.1 The Strategies

Intentional change to leverage the function of public life in the city will help to improve the mental wellbeing perception in urban areas. It will provide a hospitable environment for people doing their daily activity and effortless movement towards destination. The strategy is by means of creating a pinpricks all over the place that eventually will generate effect of the preferable physical settings.

inclusive acupuncture

Even though Landskrona has a numerous industries and factories, the life in the city is barely affected with the presence of these working places due to its segregation. Without a mixed function in the city, the public life is barely seen in most of the time. Furthermore, there are also many gaps between the space in the city that somehow discourage people to move with active transport due to its insecure ambience and confusing navigation.

In order to tackle this issue, the most possible way is by working with the whole central city in consideration. Therefore, city acupuncture is the strategy to provide a transformed living space that also able to enrich the public presence right outside the door. This acupuncture is applied due to the consideration that developing a city is not a one night activity. It needs massive resources with abundant consideration. But then, it is also possible to implement small changes as the ignition to light up the area in surroundings.




Towards a sustainable development as part of the global goals by 2030, the mindful development should consider on how the least resources can produce a massive outcome for the greater good. The strategy of Find Your Way in Landskrona will then follow the principles of urban acupuncture as to save the most space to waste the least possible amount of space. It is impossible to start over the city from scratch again, and therefore through understanding the potentials and provide a strategical steps of development, the sustainable future is becoming a guaranteed thing.



The potentials The strategies to improve the built environment quality in Landskrona is started with the inventory of potentials birthplace of public life, which are transport hub, city center, picturesque beach promenade, public facilities, and parks. By mapping the location of all those potential resources, then the next step is to calibrating the potential use of the surrounding area. In this process, there are three different potentials for the further development which are for the routes enhancement, revitalization area, and reactivation for public use area.

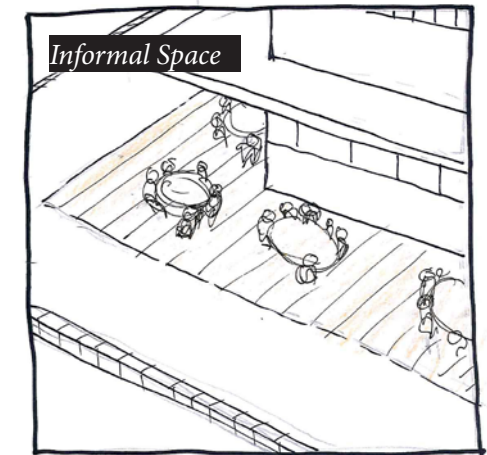
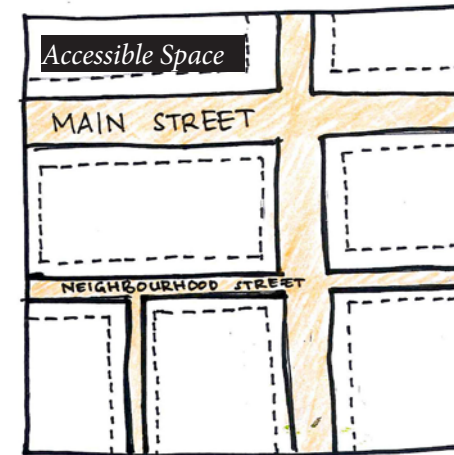
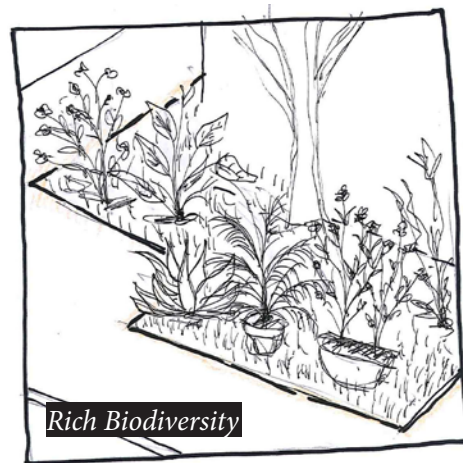
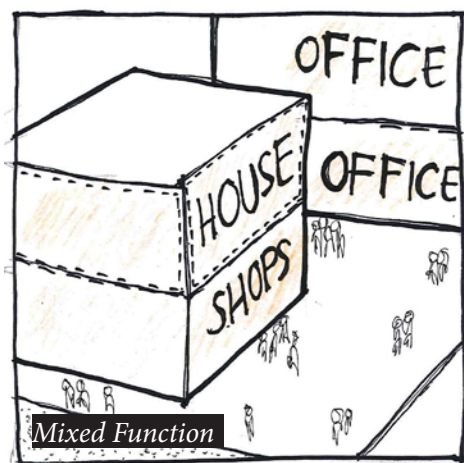
The routes are selected due to the accessibility to maneuver between the spaces and the possible attraction as destination point from the nearby origin. Revitalization area is meant for the enhancement of people presence through incorporating new function to the space and equip it with designated space for the active transport comfort for all type of users. Meanwhile the reactivation for public use is proposed to provide a more hospitable street level environment through redesigning the street element/furnitures.

wayfinding improvement Here will be described the chosen strategies on how to implement the key issue and approaches through three different elements that impacting directly on human perception of spaces, which are:

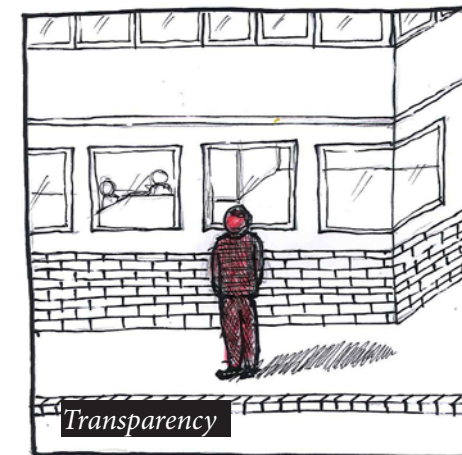
-  Physical: the elements that clearly lead the way towards destination in straightforward navigation. The samples of this categories are distinctiveness, materiality, legibility, and accessibility.
-  Visual: the elements that the eyes can grasp to distinct information. The samples of this categories such as familiarity, transparency, imageability, and safety.
-  Spatial: the elements in the physical environment that act as a guidance. These are the subtle details in the vicinity that provide a distinctive spatial experiences. The samples are including human scale, enclosure, and comfort.

design tools The main ideas in the proposed design will be rooted into two categories, to create the destination points and to provide the access to reach those points. Therefore the design tools to be used in the proposal are consisted of area development as destination point and street upgrading as access to the developed area. The tools will act as the approaching consideration on the design development to create the proposal that answering the needs of better physical, visual, and spatial experience.

The Area Development



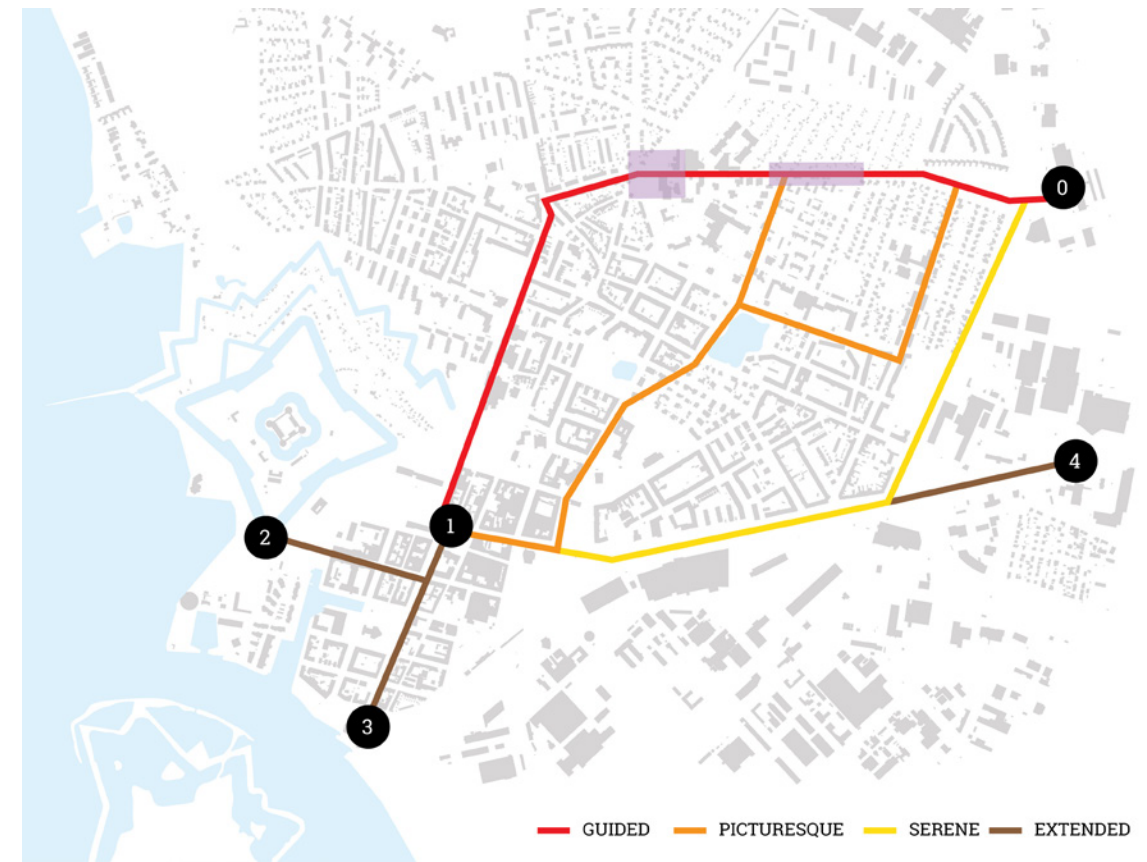
The Street Upgrading





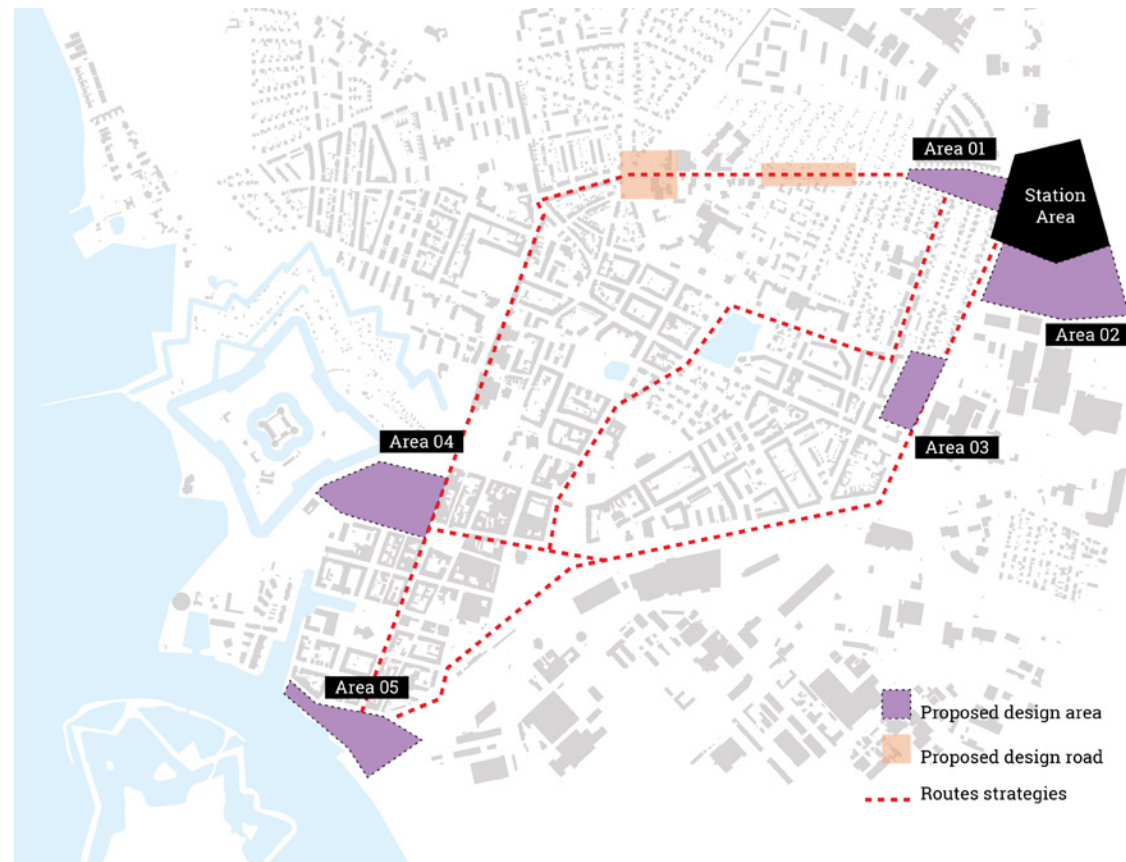
The routes There are three different routes to propose the improvement of active movement willingness throughout the city. These routes are chosen due to the easeness of navigation and different character of built environment passed by along the journey. The routes are the guided route, the picturesque route and the serene routes. The selected theme of each routes will then define the quality of the proposed built environment design.

The guided route will mainly rely on the presence of overhang electric support as the navigation system which then be improved through the pleasant on-street level experience through openness and transparency to ensure the visual access for people to see each other. The picturesque route then emphasizing on the heritage character of the building along the way which then being improved by the presence of street signage. Meanwhile the serene route are meant for the access towards green belt in the perimeter of the city and the border to the industrial area, as well as access to the main commercial area which located in the southern east of the city.



The roads Out of the reactivation potentials, there are two main focus of the roads section improvement that will be discovered in this project. It is selected after the further detailing of the moving pattern in the city which is mainly focus on approaching the city center and then extend the journey to the secondary destination, such as beach area, ferry terminal, and commercial area. These chosen roads is particularly located in the guided route as the simplest wayfinding option towards the city center.

The location is due to the critical point of boredom and confuse during the walk which resulted out of the bleak vertical border, like housing fences and overgrown bushes. These standing barriers then hinder the public surveillance which create the insecure ambience perceived on the walk and dull appearance which discourage active movement throughout the space. The proposed design will then try to transform this weak quality into something worthwhile to boost the life in outdoor space and be present among the public realm.



The areas Among the revitalization potentials, there are some outstanding area that specifically in need for an upgrading and life infusion for a viable public spaces. These area are selected by considering the least possible ecological footprint due to deconstruction and and also to enrich the biodiversity among the space. There are five chosen areas that located in the north-east and south-west part of the city with two different ideas of development, which are densification and public life reclaiming.

The chosen areas are in particular needs to be located next to the transportation for its accessibility is important for the usability. Then the presence the development will expectantly can influence the surrounding neighbourhood, to invite to be outside and enhance the interaction among people. The impression of filling the gap by using only underused green lot is also to improve the wayfinding in the city as it will reduce the confuse of a sudden change in the spatial perception. Moreover, the new function in the used to be nonexistent acitivity will strengthen the glue to bind the city as one entity instead of segregated built environment.

6.2 The Design

Landskrona is developing as a city as seen in the development of the new train station for more efficient mobility that also has provide many opportunities for this city to grow. Thus along with the aim to reach the goals of hospitable places for people to call home, there must be a transformation to be done on-site. The following design proposal is rooted in the ideas of sustainability which is an equation of how much is being saved compare to the one being wasted. Regarding this concept, the approach is by choosing some specific area to be developed and some chosed section of street as a case of how to get more life on street.

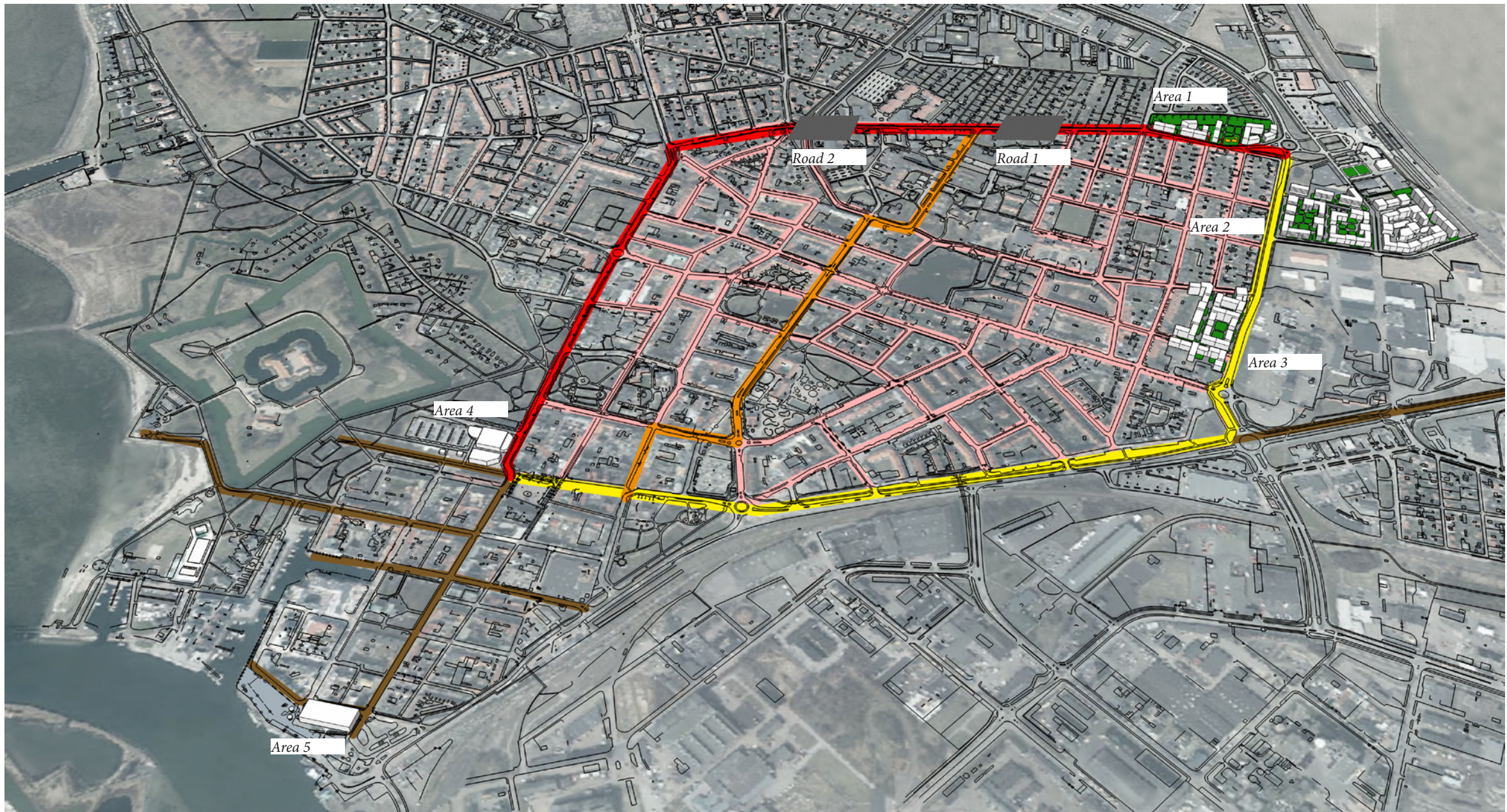
Chosen areas Considering the accessibility and site potentials, there area five chosen areas to develop new functions and propose to be a destination point, and two chosen street sections in the guided route to boost more active movement on the street.

The area development divided into two main purpose which are for densification and for public magnet or destination. The densification areas are located in adjacent to the train station and intended to invite more inhabitants as well as open up more possibility for a rich street life experience. These area will also provide a public surveillance to its surroundings by providing transparency on the front facade and with the designated lane for active transport, this area will also welcome new passerby and ignite the possibility of social interaction.

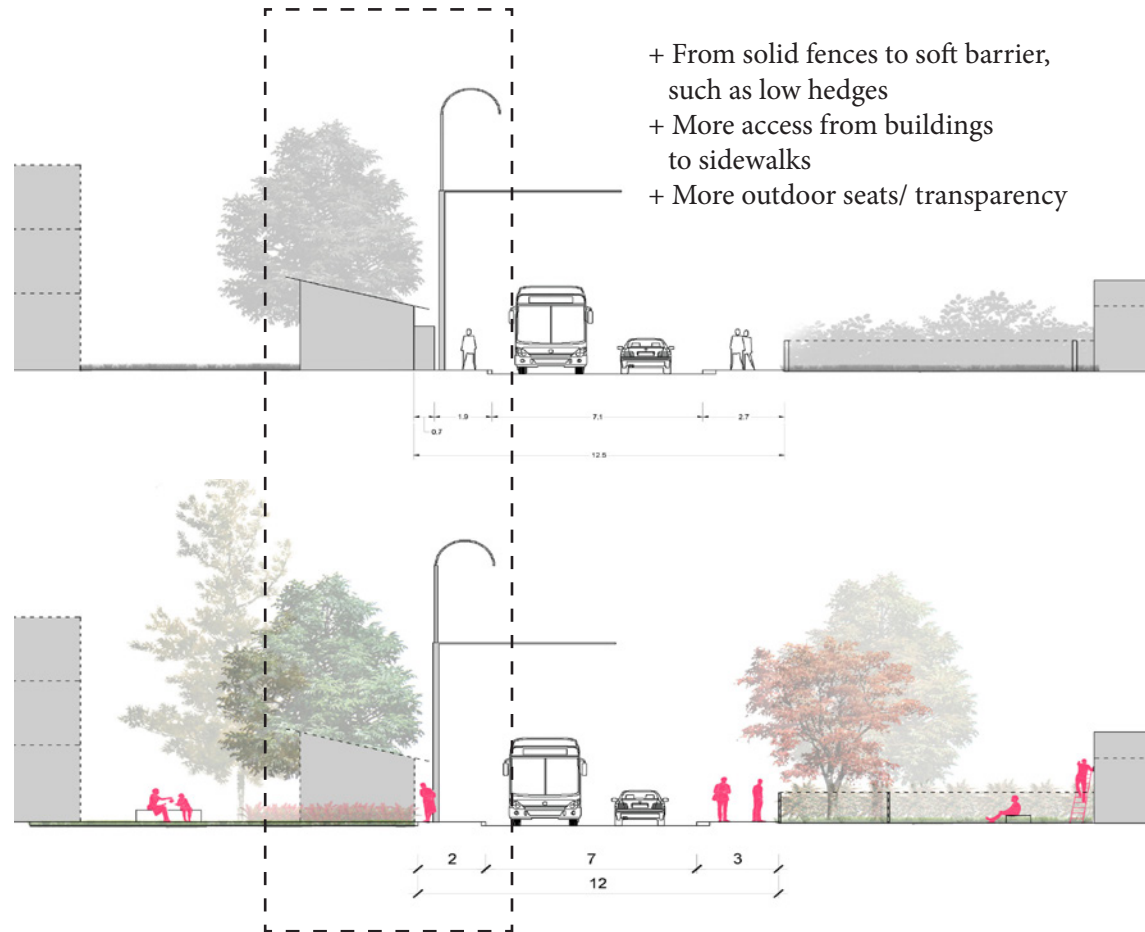
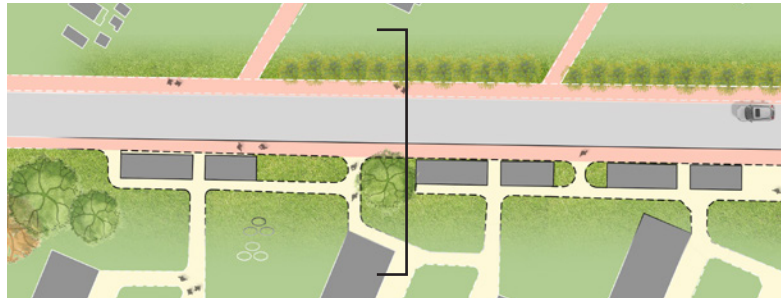
Meanwhile the public magnet area are proposed to be an extensive choice for public to have a life in outdoor by providing more options of attraction and various way to enjoy the outer space. This area also chosen due to its regrettable condition to waste an exclusive location for less urgent needs such as car parking. Landskrona is a considerate scale of city which the needs of vehicle movement should be low, especially with the high connected accessibility with the public transportation. The following section will describe further about of these area and its transformation, and the reasoning behind the process.

city acupunctures Landskrona is built along the time, not in a single period only. Begin from the seashore area to the inland with separate ways of north for the housing and south for the working, it creates a different spatial experience and since then it keeps going as it is. The purpose of using acupuncture methods in the proposed design is for spreading the goodness of a specific pinprick area to the rest of the city without

creating massive change. Simply just like the economic rules with the least resources creates the biggest possible revenue. The chosen areas are developing from two main ideas which are providing places for people to use and reasons for people to move. It is initiating the function of mixed living space nearby the train station and the central point of meeting adjacent to the city center through public park and pivotal exhibition and art junction.

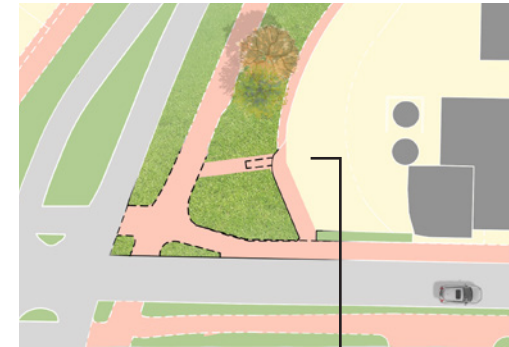


Road 01

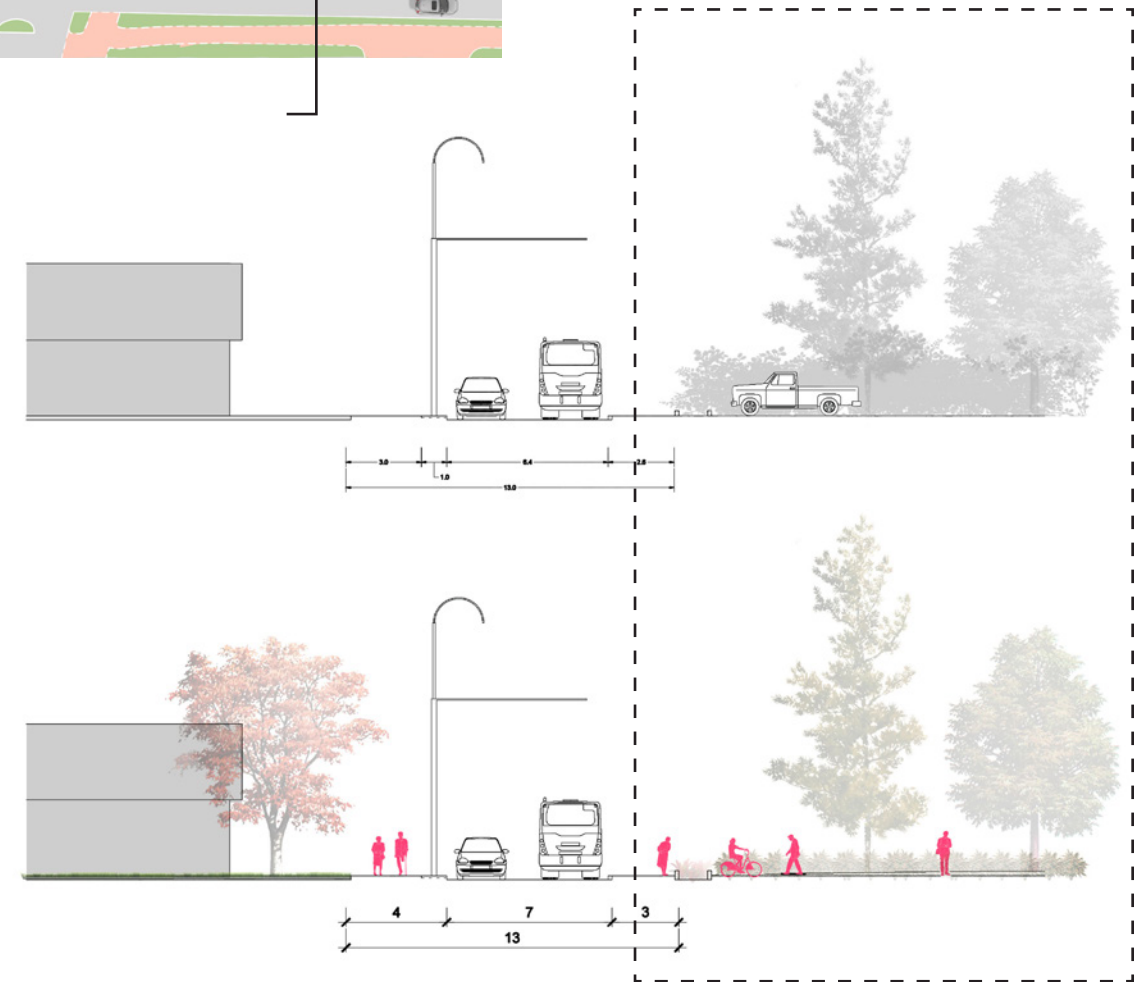


Road 1: Along the guided route can be found a serene private garden on one side and a long boring wall on the other. This particular section of the road is a critical point of the discouragement during the walk towards city center. By open up the space to provide more visible access and a direct public surveillance, the road will be more pleasant to walk within. It is also provide a possibility to have a visual contact among the people.

Road 02



- + Adequate height of bushes for visual access
- + Connected sidewalks to elderly house area



Road 2: This section of the guided routes is located next to the elderly care housing and hospital. Previously there is a visual connection between the adjacent villa housings to this location but now it has been eradicated because of the massive bushes as the divided line. To bring back the connection and public surveillance, there will be limitation for the greeneries density and high, a specified walk lane, and place to sit.



Area 1

Train Station

Area 2

Area 3

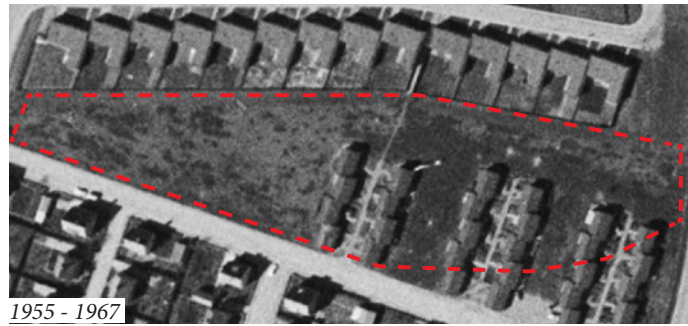
The densification

Located in the perimeter of the city and far from the crowd the new train station creates not only a more efficient train connection and less noise problem, but also a vacant spatial experience. The first thing that come to minds when people arrived at this very location is where to go and how. There is no clue of destination but an empty lot of sightseeing. This is the main reason of why densification in the perimeter of train station will be a good solution to help the wayfinding system for public activities.

The three areas are chosen due to its vacancy and potential to create a vibrant public realm due its well connection to the main street and established routes to access the places in the city while also opportunity to upgrade the natural biodiversity



AREA 1: The Front Playground

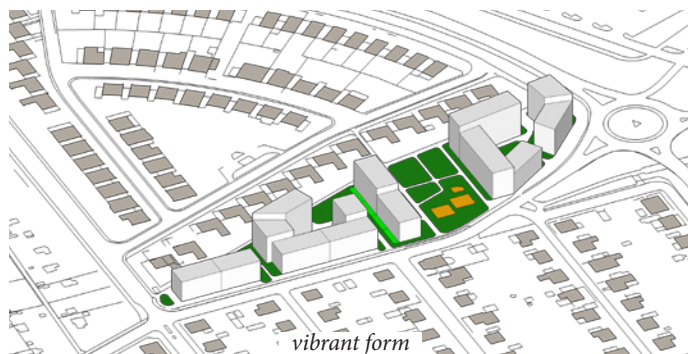


1955 - 1967



2014 - 2017

The Area Transformation

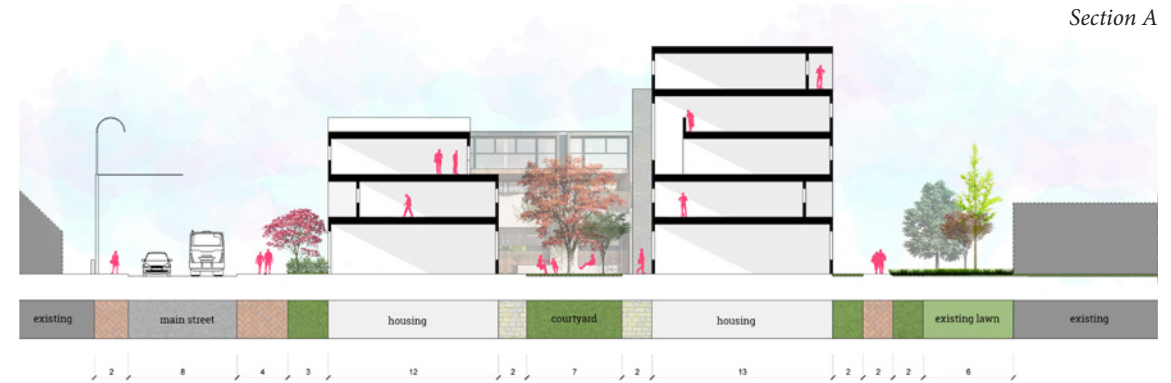


Area 1 is located in the beginning of guided routes from the current train station. As the welcoming point, this area has the potential to create the mind memory of spatial experience in the city. It is crucial to provide an intriguing and encouraging environment for active mobility or otherwise the space itself will repel the presence of people. Let alone to linger and interact, the backyard atmosphere which nowadays being present on the site location has hindered the willingness to move actively around the space. Even though the physical playground is exist in the vicinity, the usability of this playground is weak because of the hesitant public surveillance as one of the determinant point of the playful environment.

To improve this condition, the design proposal is creating a new settings of urban form in the area and raising the public surveillance and define the open access for the playground which then will invite the user and also encouraging the passer through the hospitable environment. Sustainability of the space also come into consideration and through various courtyard, green roof, and greeneries borders of the sidewalk, it will enrich the biodiversity of the space. Together with the designated lane for active mobility, more people will expected to be present and active.



Design Plan Area 1



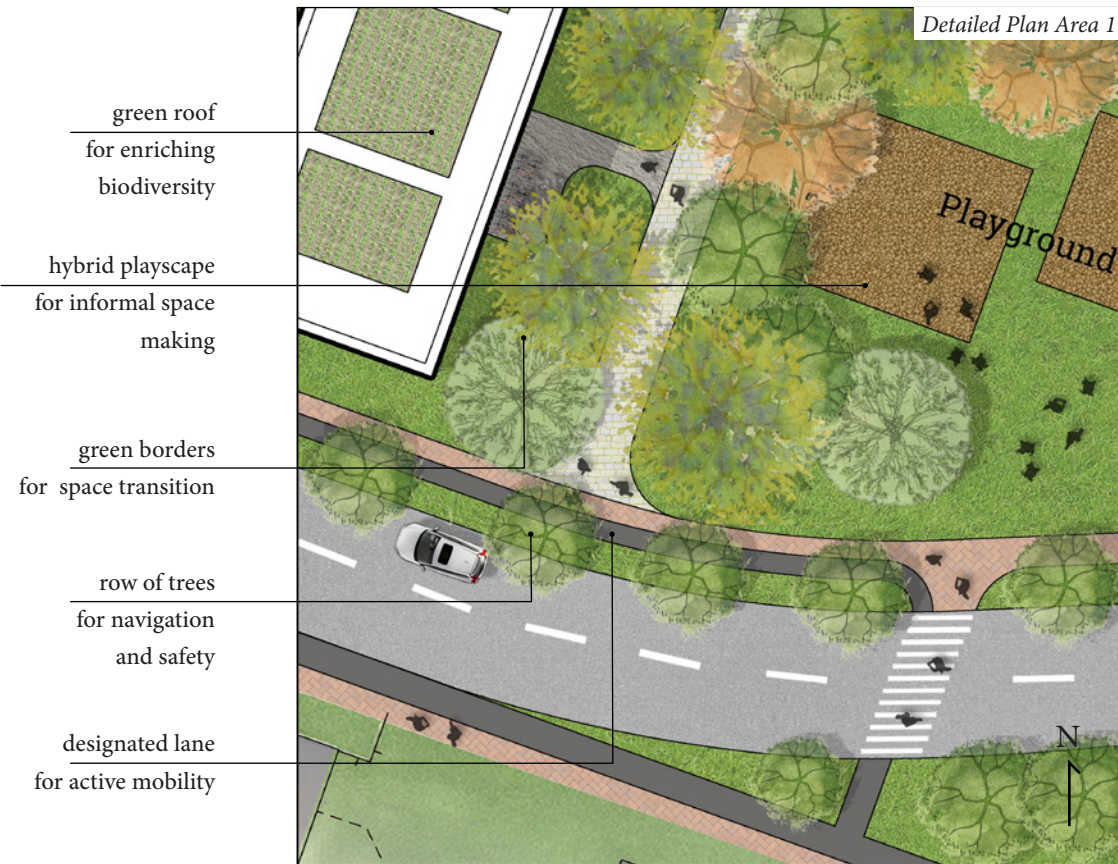
Section A

from constrained lawn to intentional green play space

Located next to the train station with an underused playing area for kids create the ambience of quietness and idle activity in the surroundings. The improvement idea is to bring life to the area and to fill the gap between neighbourhood housing area to the train station by creating a open and public playground and park together with some new housings to attract more life.

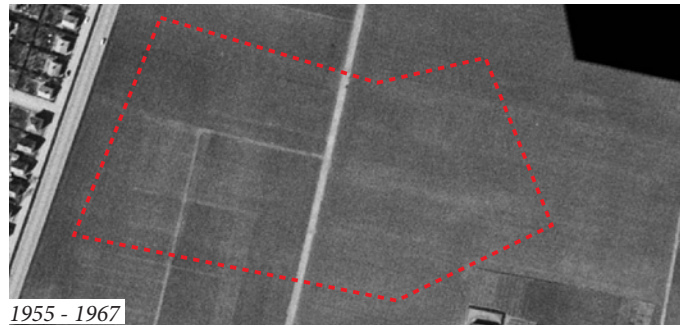
playful green space In the ground floor, the wide sidewalk will invite a preferable active movement and more convenient transition area between the private housing and public space. With the non existence fence and greeneries as the secure border for playspace, the open areas will invite a playful experience and welcome the activities not only for the inhabitants in the vicinity but also all people in the greater surroundings.

To keep accommodating the function of green space and to create the closeness feeling to nature, this transformation will give a benefit to the richness of the green atmosphere by creating a potential biodiversity through the green roof and courtyard garden on the site. The playground located in blend with the trees and green field to ignite the informal feeling space that will strengthen the usage of space as people can keep the individual space while still being seen and see the adjacent environment. As the presence of people raised, the potential interaction among the passerby or another stationary activities will also reinforced and therefore create a pleasant experience of using space.



here to the infinity The proximity to the train station creates the identity will have the potential to create a distinguished experience since people will face the space as the welcoming or farewell memory. Therefore the designated lande, distinct guiding sidewalk, rich green environment and together with the physical overhang act as the navigation system, will boost and revive the active movement of people and upgrade the spatial experience for the improved identity of Landskrona city.

AREA 2 : The New Welcome

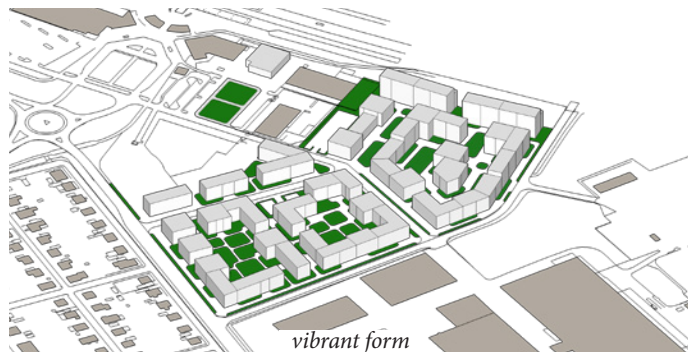
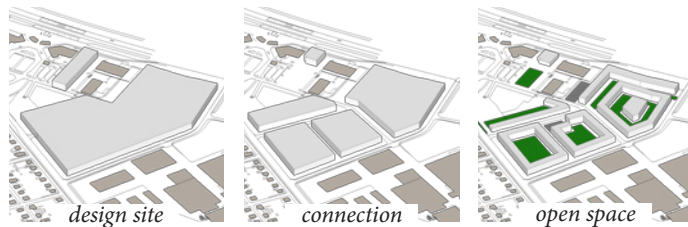


1955 - 1967



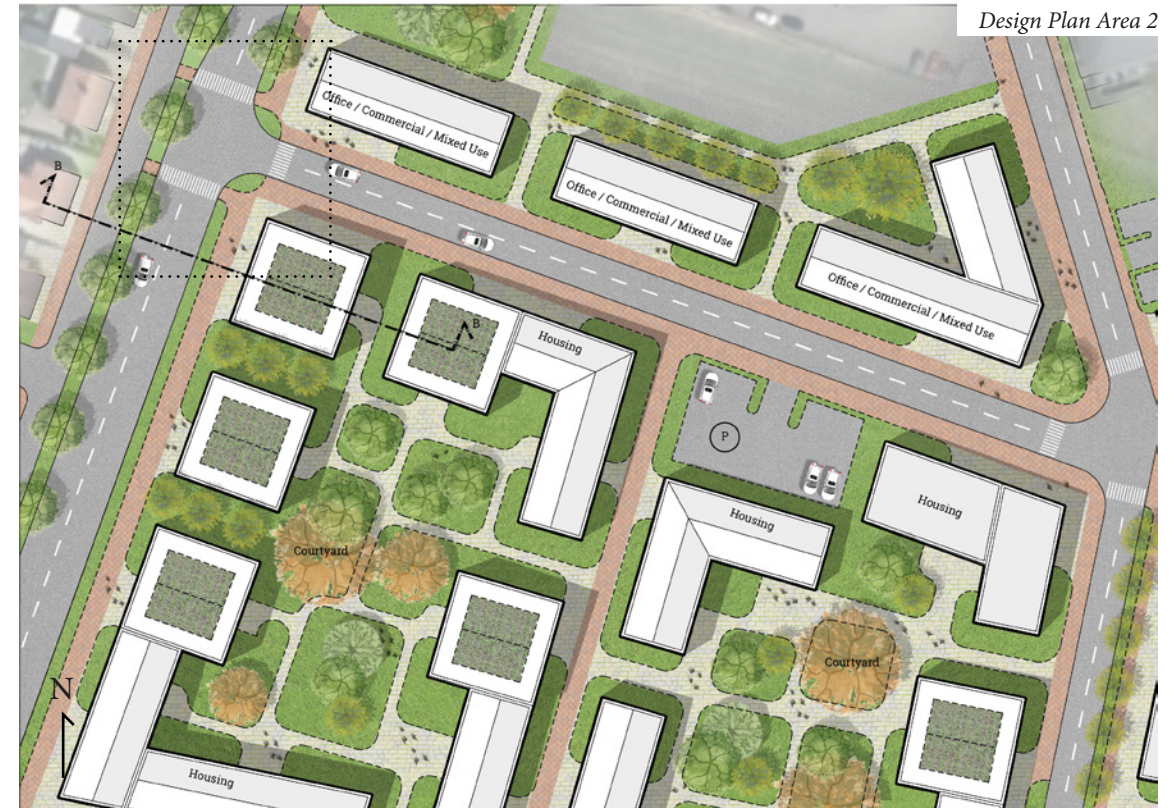
2014 - 2017

The Area Transformation



Area 2 is the located right in the neighbourhood of the train station which currently act as an empty unused space. Before the train station development, this area functioning as buffer area and as the natural border in the city perimeter. However since the train station has been moved and more functions developed in the surrounding area, this particular location is still left behind with no further transformation.

Regarding the exclusive location next to the connection point and the green field serene view in the east side of the area, there is a great potential to develop the function into something more usable and more inviting for the public and social life. The design proposal then will utilize this potential by creating the vibrant and mix environment through the presence of office, commercial and housing function at once. Furthermore, the design will also propose a walkable space on the ground floor to ensure the active mobility for the citizen. The inhabitants from the neighboring settlement can also cultivate this street level upgrading to have a direct connection for less detour access to the train station and hospitable settings for enhancing the willingness to prefer active move such as walk and cycle rather than to use the motorized vehicle.



Section B

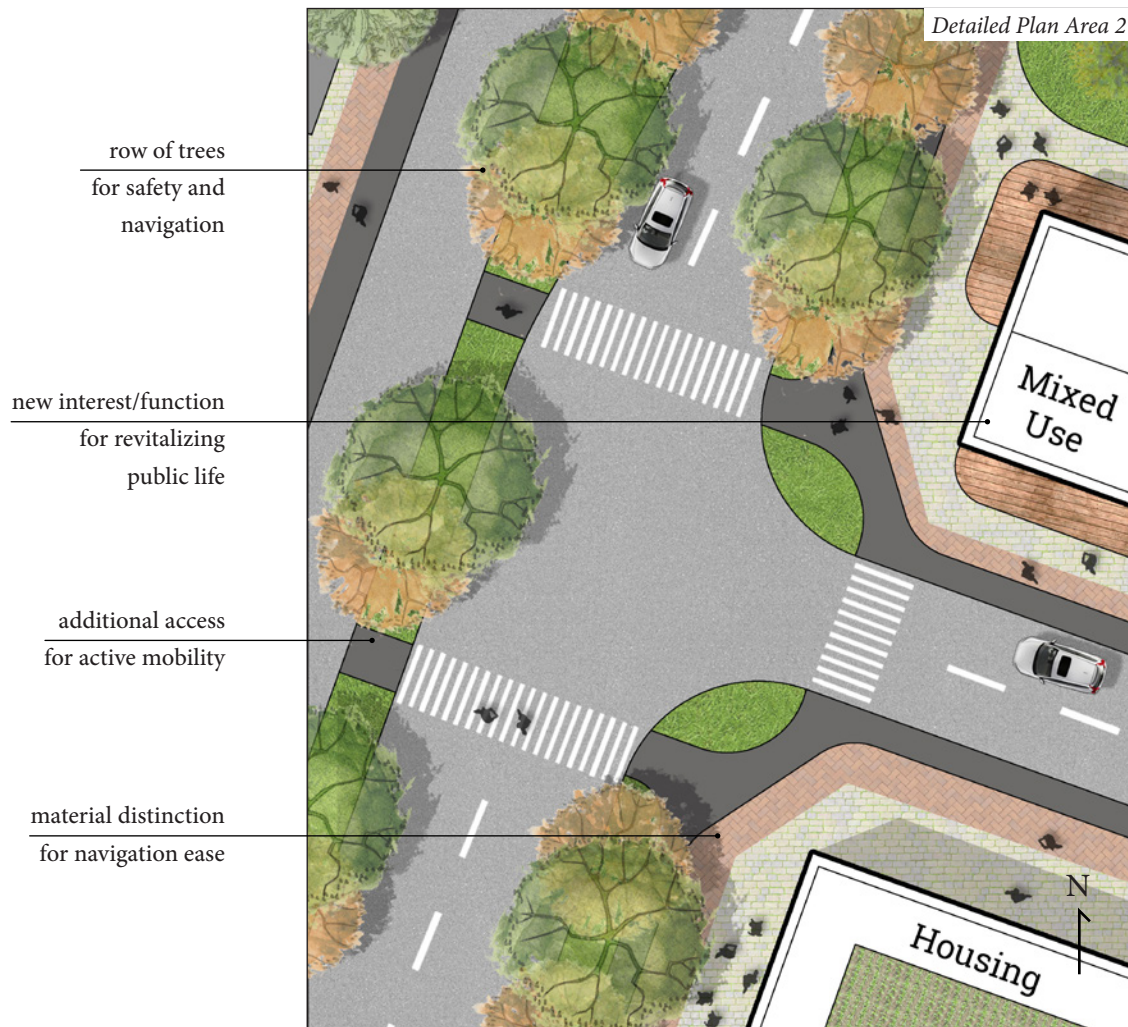


more people more life

The train station is the regular destination and arrival point in Landskrona, added with the various commercial stores like supermarket and hardware store in the same location, many people come to this area to fulfill their needs. Hence with the upgrading of vibrant function with housing in the adjacent, the usability duration of the area will raise and also increasing the presence of people in the movement and create a rich spatial experience.

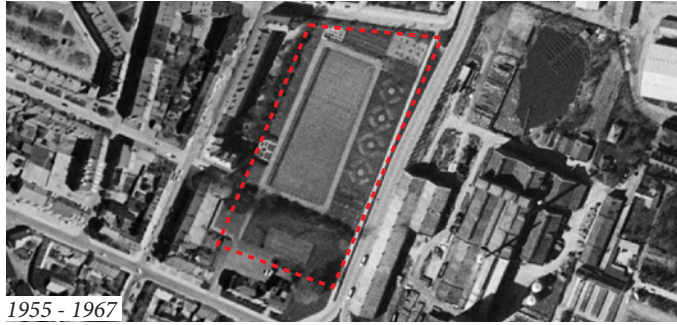
coexistence for closeness An interesting condition of Landskrona is despite of its status as a small city with a modest amount of population, the disconnectivity of designated active lane has created the distant ambiance and weaken the willingness to be active outside. Located in the road towards the train station, this area is having the potential of being the most accessible street.

Along with this advantage of positioning, this area could also be treated for the spatial system for economies. The movement of people should be emphasized in a most natural way in order to create a real public life. Therefore this area will be able to generate the movement and people presence through the mixed function in the area, which are housing, commercials, and offices.

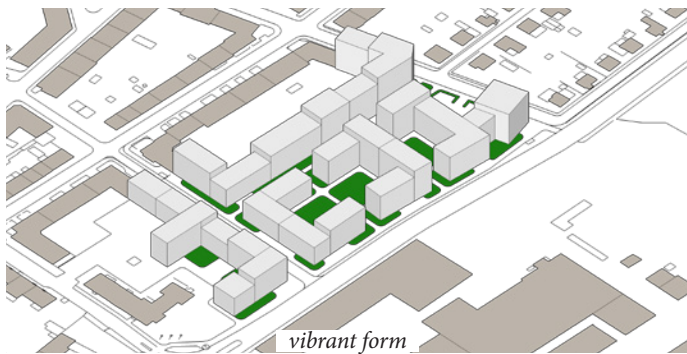
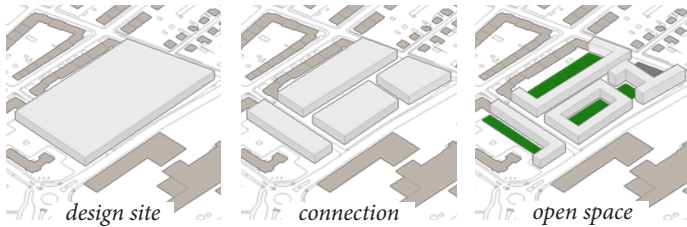


open and accessible The scene from the site to the surroundings also gives benefits as it is a located in between the scenic villa houses and green plains. Instead of being the backside green area but empty space, the transformation will be useful for a better social public life with the people being presence and active. It can also give benefit as the pond in the recent area will have more potential use as park or playscape to provide serenity among the activity for the people.

AREA 3: The Next Neighborhood



The Area Transformation

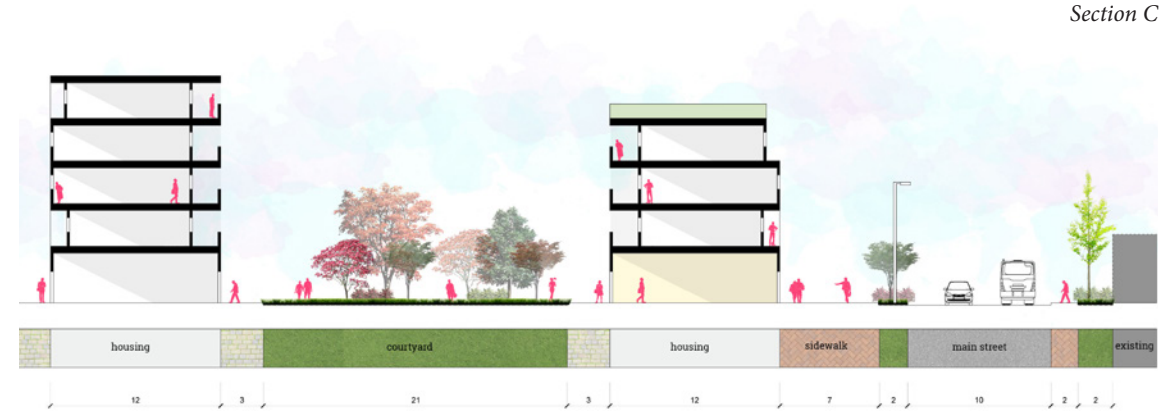


Area 3 is located next to the light industrial function that has been existed for more than 50 years in Landskrona. This area is also lies next to a corporation campus area and the main commercial park with various stores can be accessed in less than 500m distance. Back in the era before the train station development, the area was founded with a formal settings which indicate the use of a formal green space. However after the development has been occurring for more than 15 years now, this particular area has not yet been developed and act as leftover space still.

To upgrade the area and cultivate the advantage of its position, the following design proposal is aiming for a vibrant visual experience on the site and a walkable space for a better active movement within the adjacent location. Moreover as this area is a part of the serenity route, it is important to highlight the possibility of public surveillance for a safer area to move around. Since the area is located next to an industrial space, there is a possibility of drawback in spatial experience which can related to the hindrance in active preference of mobility. Therefore, together with the development of Area 2 as well, the transformation of this empty area can create a richer public life and heighten the number of people to be present.



Section C

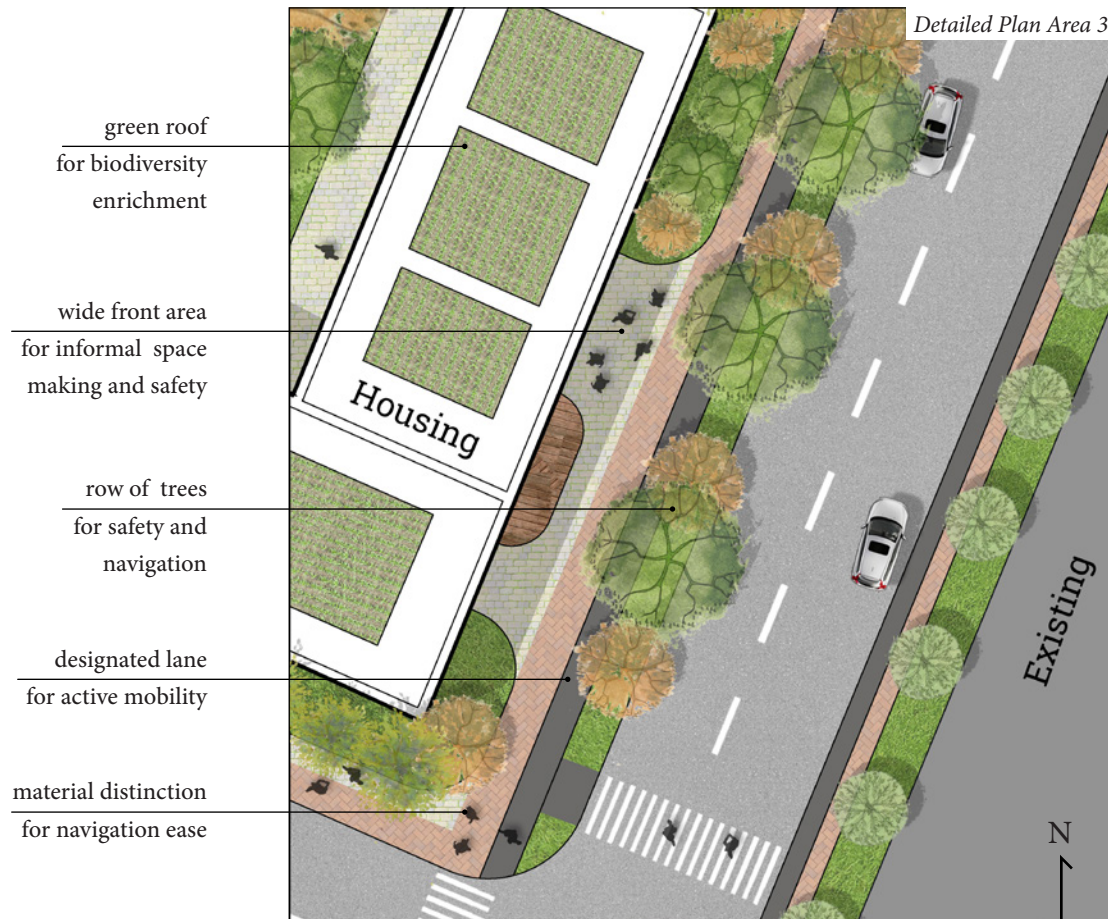


extended life

Despite the large, open and green spatial settings, the presence of people doing activities on the area is nearly non-existent. One of the possible reasons is due to weak public surveillance and monotonous quality as a result of the backyard environment ambience created by the form of neighbouring buildings. Therefore, the ideas of new housing development adjacent to the existing will be beneficial to extend the lively and vibrant space potential.

the life in between The ideas of new housing settlements is developing from the condition that this area is surrounded by villas and apartment blocks in adjacent. However a different function can also easily found within an acceptable walking distance, such as public facilities, commercials, and industries. Thus, through the extension of the housing function can create more capacity to accommodate new inhabitants and will be beneficial for the uprise of the vibrant life activities.

The presence of this new housing also be a good reasoning for people to do active movement while reaching the destination of commercial areas in the next street since it will provide public surveillances towards the destination. Moreover the location is effortlessly accessible from the train station, hence this area will be potential to provide a commercial space on the ground floor for an extra destination points.



*shorter distance
richer experience*

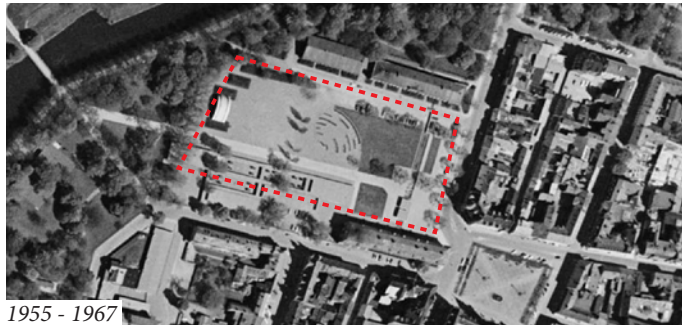
One of the main importance of this area is that it is located in between the route with shortest distance to reach the commercial park and industrial zone in Landskrona from train station. But the current bleak condition has hindered the usage of space as preferable route and instead make this space even emptier. Thus the upgrading on the street level experience will uplift the sense of enjoyment while passing through this area and resulted in the more usability. Also, due to the short distance, the active mobility will then be taken into the most preferred consideration.



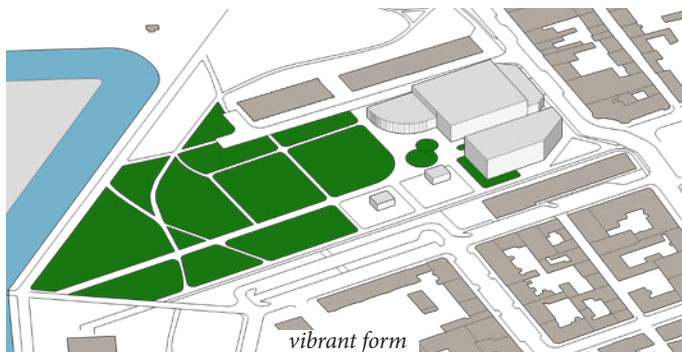
The public magnet Despite its proximate location to the city center, where public life is present, these areas where the proposed design will take place is barely used for social life. One of the explanation is due to its monofunction as a parking space. Cars have taken up almost the entire space of capacity and left no rooms for people to be spotted. The proposed design will then try to squeeze up the parking space while still provide the same quantity by providing a designated park building. Outer space of the building will then can be useful for upgrading the visual experience and brighten up the surroundings.

Located next to the historical area such as museum and conservation building will also benefit the public life as people will then can be seen while walking from the building to the destination. The history of the space has a potential to get uplift as the space being used and the people is present in regular basis and in necessity. Without an upgrading of these areas, it will be a dissipate of valuable space.

AREA 4: The People Junction

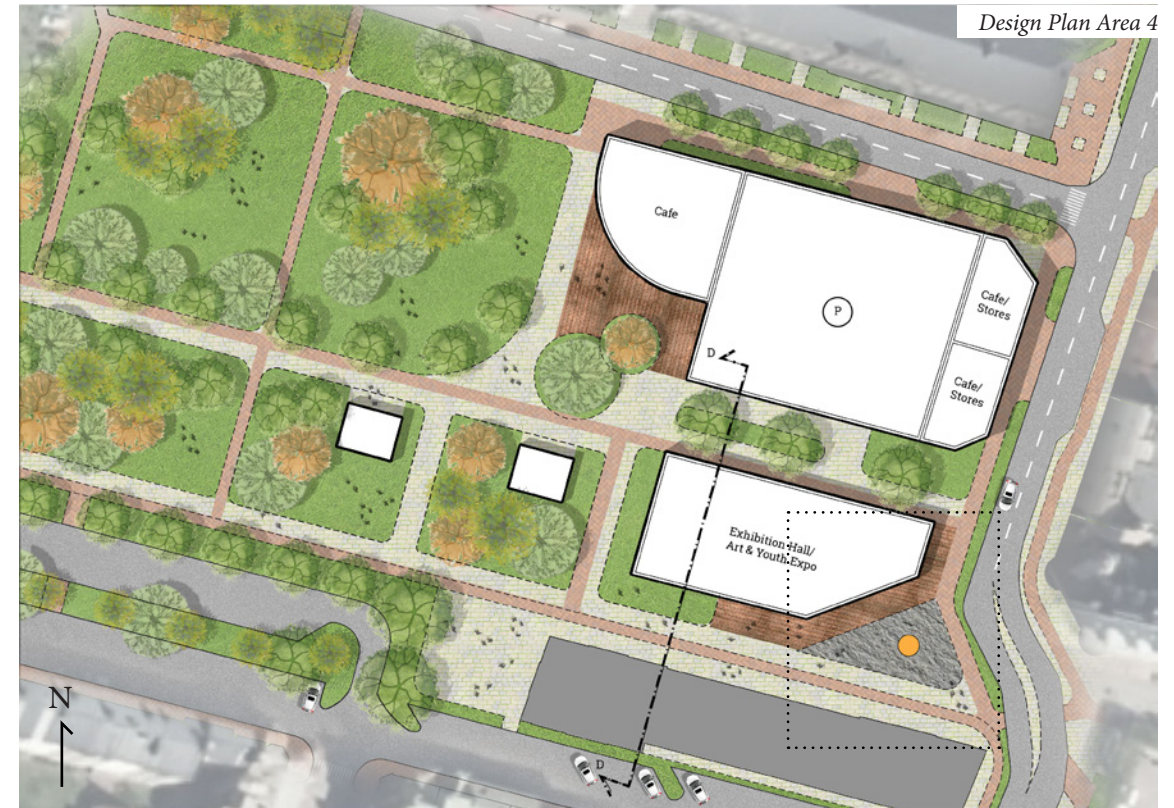


The Area Transformation

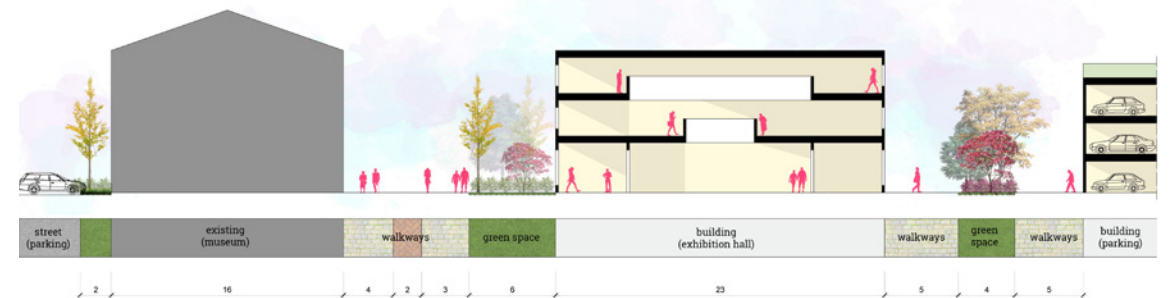


Area 4 is located in adjacent to Stortorget, the marker of main square in every city in Sweden. This area has been an important and the central place for commercial and therefore acquiring numerous public social life while also being used for navigation in the city. The particular place also has a long history due to the usage as a military training ground back in the era of Citadel supervision. Thus to keep the memory, the area has been transformed into a public park in 1955. However, in the recent era, the area then have transformation again into a more service purpose, as a parking space, due to its proximity to the main activities place in the city. It creates a drawback for the public life in the area as there is no space to do activities and the ambiance as backyard space instead of destination.

To overcome and upgrade the quality of space, the design proposal then will provide an additional public space with the function of exhibition to revitalize the attraction for a vibrant community and extend the well-known international event in Landskrona while keep the parking service with green concept parking building. Moreover there will also be commercial space to accommodate the everyday social function and meeting point with cafe and restaurant in the locality.



Section D

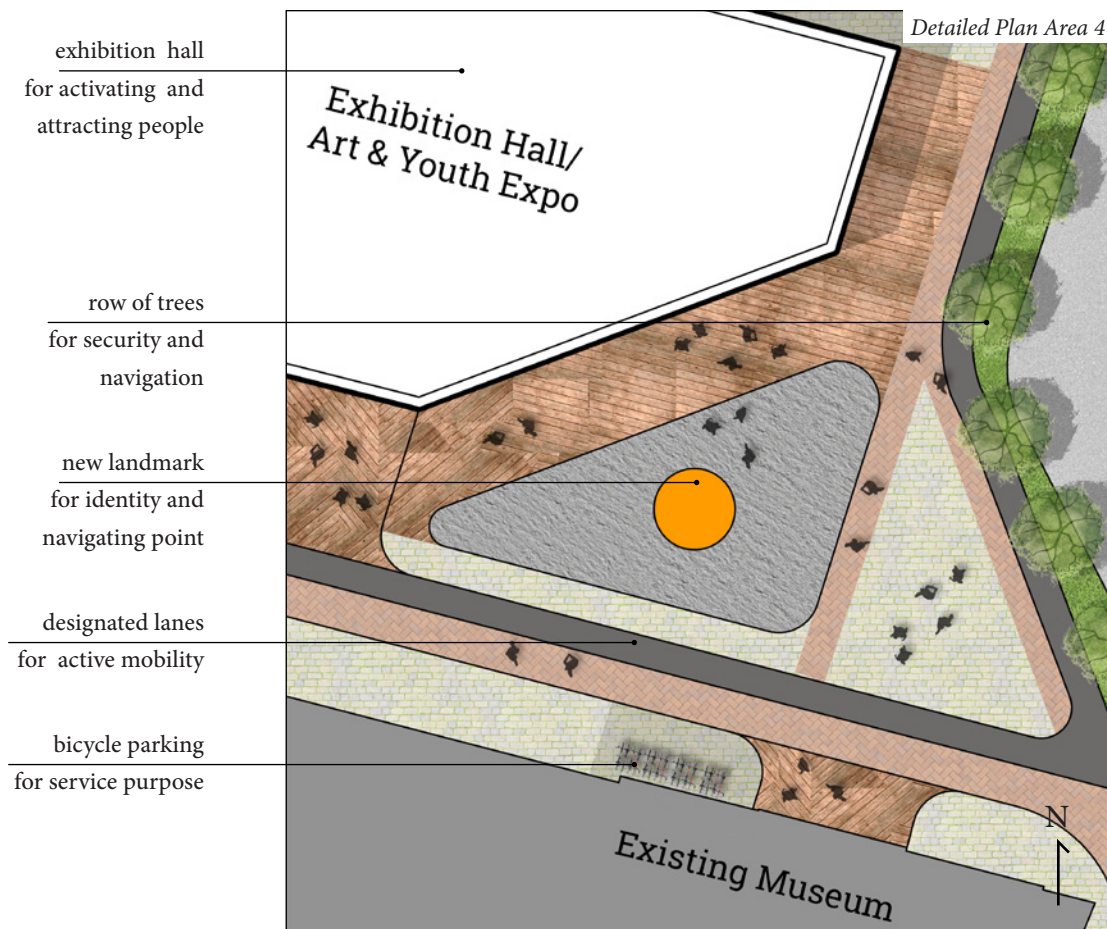


defining public presence

Landskrona Museum has many important and interesting exhibition happening almost all around the year with 6 main events that internationally renowned for its art exhibition. Due to its situation, this area is the most visited place regardless the weather condition and has the potential to boost more of the binding quality for the vibrant and mixed community of inhabitants in the city. Therefore, the extension of exhibition place will help to welcome more presence of people.

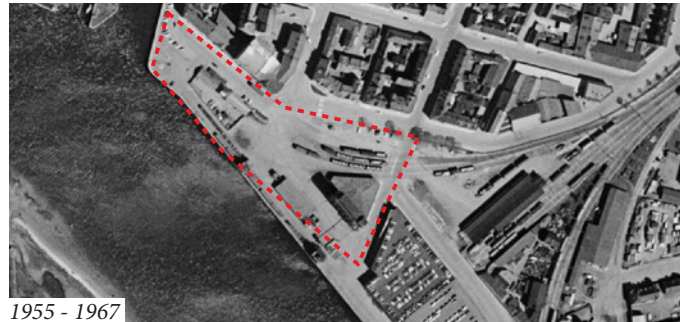
where the people gather Next to the city center and main square filled with people not necessarily means that this area also become a place of destination. Due to the expansive car parking, the public function on this area is mainly happening inside and create the scarcity in the presence of people outside. Because why would people spend time in the carpark? The service function hinder the public life despite the potential to make common cause within the same space. The social interaction can only be generated by bringing back the public function with a more pleasant physical settings and functional parking space.

With the extension of exhibition and art junction around the calendar, this area will be a new magnet for people to come and linger. The vibrant international inhabitants in Landskrona will be able to cultivate advantage through the common and universal space to blend together in the community and embrace the diversity through the shared space.



linger, not leave As the area has been used for public purpose for a long time, this public life needs to be maintain and even improved. It is not enough if the user only use the space to pass by since it has the potential as destination. To linger and not leave is the new identity for the design proposal of this area as the higher presence of people will raise the opportunity of interaction as well. The new landmark will welcome the staying potential in outdoor settings and uplift the sense of belonging of the city as the people will have a distinct elements to relate.

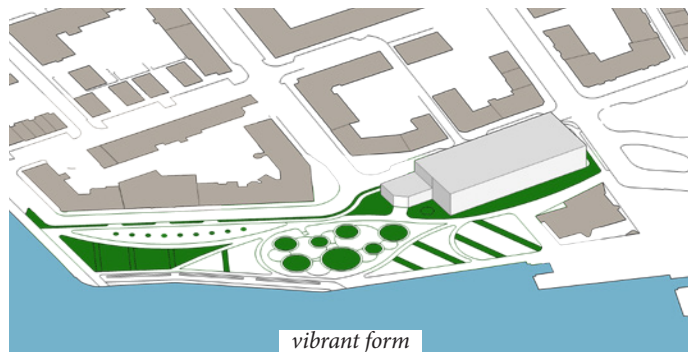
AREA 5: The Promenade



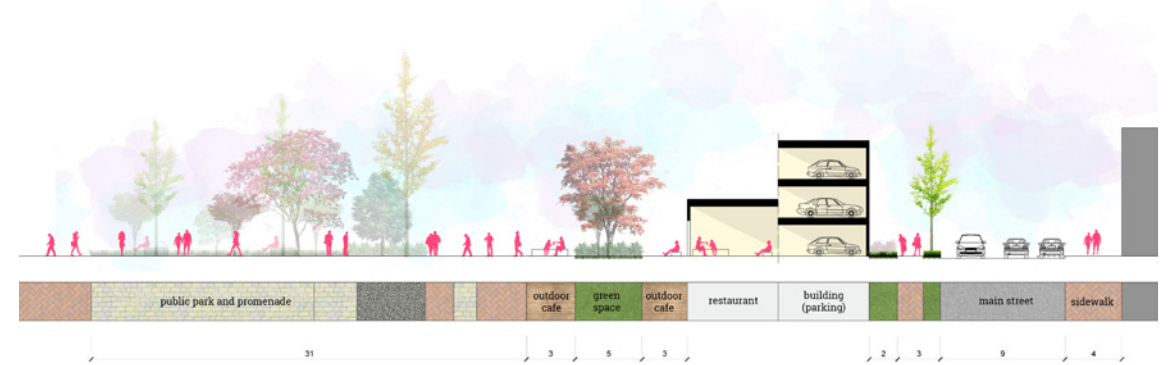
Area 5 is located in adjacent to the ferry terminal in Landskrona and many of active public space such as restaurants, clubs, and skatepark are located in less than 500m or 8 minutes walking distance from this area. It has been more than 50 years, as shown in the historical map on the left side, that parking or industrial purpose occupied the area despite its proximity to the city center and beautiful scenery which supposed to be able to emerge a vibrant public and social life. Good location, beautiful scenery, ferry terminal around the corner, and impressive sunset view are main considerations of why parking space in this very area will be regrettable.

Therefore Area 5 is included in the potential revitalization on the design strategy which then will be intended to create an open public space with a lot of possibility to sit and relax. The new development will also ignite the public life through incorporating a new function such as cafe or restaurant specifically on the site to accommodate the long established Swedish culture of socializing, which is fika. Furthermore, the existing parking space will be put together in a parking building with green building concept. This communal parking building will then activate the presence of people as they walk to fetch and park their car.

The Area Transformation



Section E



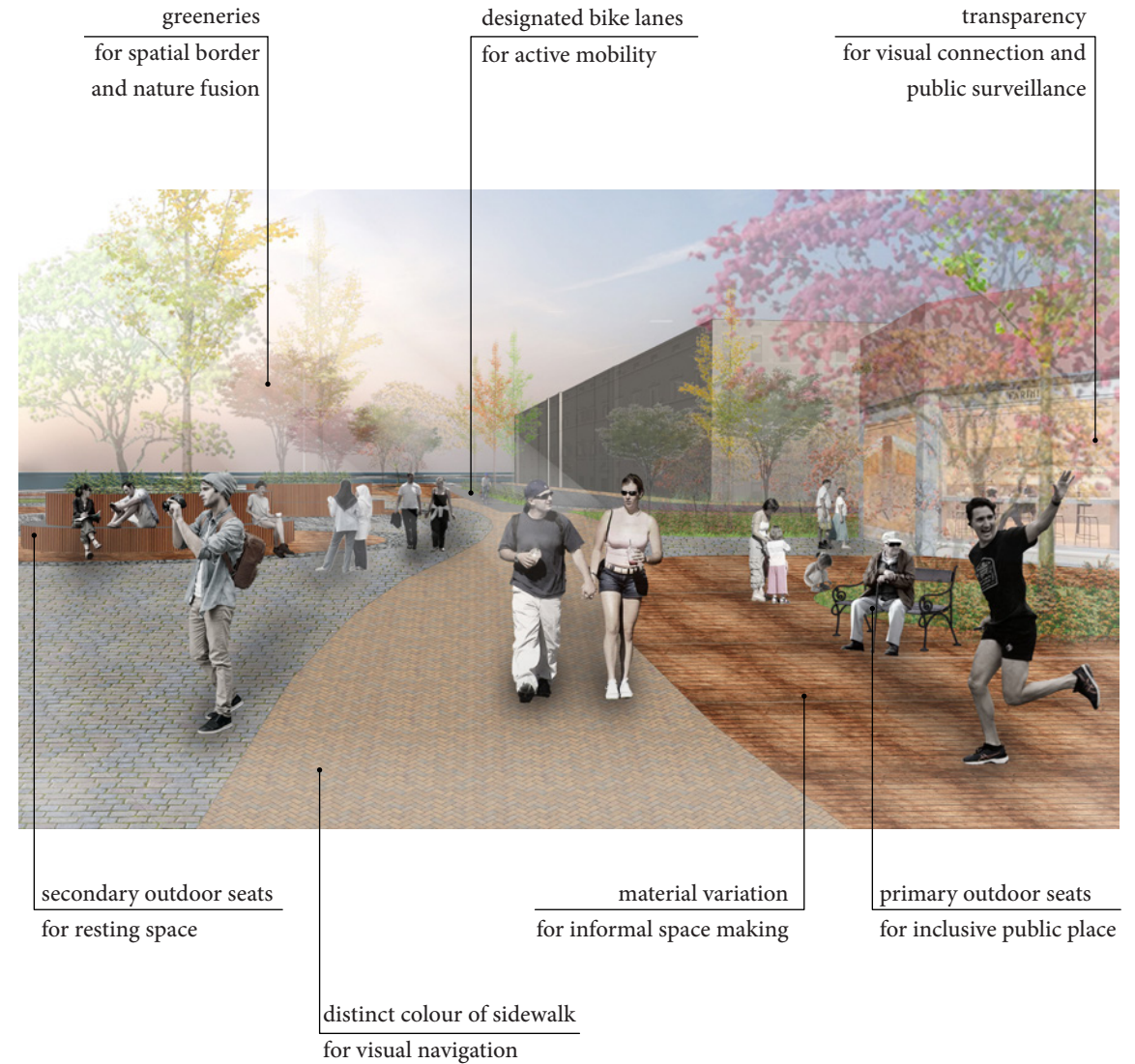
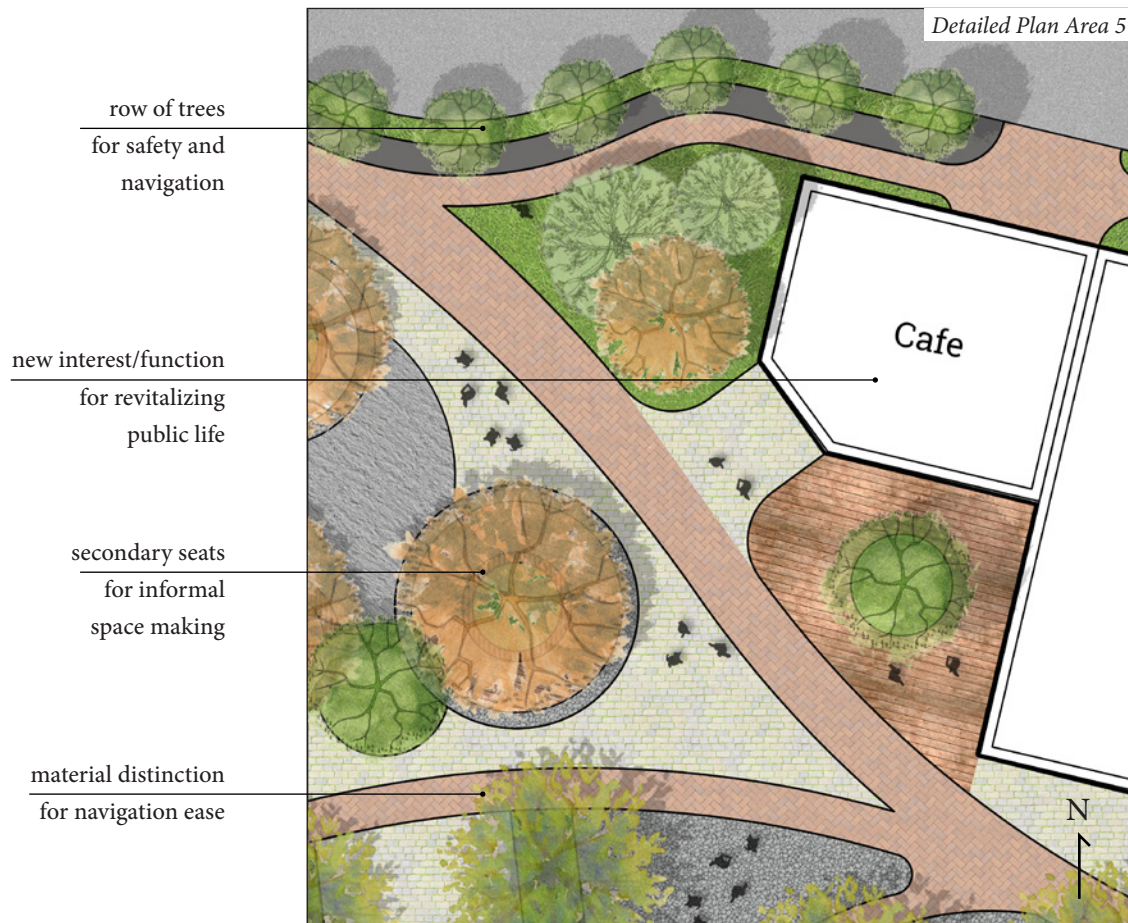
promenade for people

To boost the presence of social life in the urban areas means to provide the accommodating space at first. Since this area already has a picturesque scenery, no further development needed other than to create convenient space to be a destination such as parks, outdoor seats, and commercial means. As it is in adjacent to the ferry terminal, this area can also assure the presence of people in regular basis as there will be people who needs to do necessary activities in the vicinity.

*cultivating
exclusive location*

The potential of developing this area has raised its stack since there has been a new transformation in the area adjacent to this location with new conference place just 5 minutes away in addition to an existing beautiful citadel and shore line area. Therefore the transformation through public park and promenade with a compact parking building for the visiting people will be an essential support system to cultivate the possibility of people presence and activate the social interaction possible without belittle the value-added to the life of existing neighbourhood in the surroundings.

Through the advancement of this area there will be more space for public and social life, more communal parking to help promote walking activities at least from parking space to destination point, more informal outdoor seating areas as support system for resting and staying, and more active open and green space for the convenience use of outdoor space and enrich the optional activities to happen in the locality.



informal space for more public social life

Creating a vibrant social life means creating a dynamic flow within the space as well which can be delivered through providing an informal spatial settings for accommodating a freedom of choice for the users. It is also through the creation of secondary elements that can be used for basic needs of stationary activities such as seating and standing without creating an emptiness or gap within the space when the presence of people is low. In the design proposal, there can be found many possibility to sit and when the space is not being used, the space elements can turn into visual amenities.

CHAPTER VII
Conclusion

Summary
Discussion

Summary

Cities for people (Gehl, 2010) as seen in the wider perspective may not only an interesting slogan but moreover it is a thought-provoking concept which every development should start with. People is the reason of every transformation, regardless the field where the concept being applied e.g. economy, architecture, technology, etc. Understanding the people's need in the everyday life, is the beginning of the process to figure whether a change will leads to a better or worse impact.

As significant as the wealth, health, both in physical and mental aspect is also an important role that play a big part in people's life quality. Wealthy people who is not healthy may not be happy after all. However this issue is still rarely be delivered through the urban expansion. Physical setting can be a productive tools to provide a pleasant psychological experience or on the other side break down the willingness to be active and interact which then hindrance the positive wellbeing.

How to expect the people be present in the public space if it is confusing or threatening or simply unexciting? Starting from the wayfinding focus, the design proposal of Landskrona for bettering the human wellbeing has also leads to the walkability of space to upgrade the life on-street level. A healthy public realm is the aim with social life and interaction as the integrated elements to be considered in subtle directing system towards a more active life.

Towards the sustainable future with a healthy human being, the urban transformation should come with hospitable living spaces where the spaces are in human scale, encouraging to be active in outdoors, creates destinations of attraction, and intimacy with natures in surroundings. It will give the proper system for the dynamic process happening inside the people. For life should not just bearable, but is worth living.

Discussion

During the final presentation of the thesis project, attended by the examiner, juries, supervisor, and other students, on Friday 17th May 2019, there has been several points being discussed for the purpose of further development and research in the future, which are:

- Previous theme of the project was highlighted in the mental health issue as part of living in urban areas which however has created an indistinct approach on the storytelling of the project. Therefore, some changes has been applied and resulted in highlighting a more focusing topic on active mobility as it has been the main idea and key issue since the beginning of the thesis project.

- Wayfinding is a vast concept with a specific goal as to lead and ease the navigation to move around. In the thesis project, the design proposal has more emphasizing on the area development instead of providing signage as the clearest way to lead the navigation system. To improve on this issue then the design proposal provide more detailing description to highlight the element of the urban design that leads to the wayfinding approach on active mobility enhancement.

- The extensive research part has provided a tremendous information and thus can be reference for the upcoming thesis projects that examining established theory can be a favorable starting point. Although the thesis projects generally came up with the potential site before the theoretical base, but by doing it the other way around, it can create a deeper understanding on the design concept implementation.

CHAPTER VIII
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