

Moving forward

- towards a socially and physically connected Hjo

A project by Anna Cajmatz,
Amanda Markgren, Kimberly
Disley & Matilda Nilsson.

Planning and Design for
Sustainable Development in a
Local Context HT2016.

fig. 1 collage over all loops

This project is based on the participation of several hundreds of people. We want to say thanks to all people who participated in the survey, to Hjo municipality and to students and teachers at Chalmers!

Thank you!

Moving forward.

Project summary

In the future the average resident of Hjo will be walking and cycling more than the national average and the car is only used for longer trips and commuting when public transport is insufficient. The majority of all trips within Hjo town will be by foot or bike and the structure is also adapted for these modes of transportation. Hjo has, as a result of these changes become accessible for everyone and both residents and visitors can enjoy all the experiences and activities that Hjo has to offer. This also creates a basis for Hjo to be a town in which the residents can live a healthy and active life in a social environment where sustainable choices are visible in everyday life. This is our desired future for Hjo!

The project *Moving forward* presents a program that aims to make it both easy and attractive to walk, bike and hike to and in between attractions and places in Hjo town and municipality - both for residents and tourists. Hjo city and municipality currently has a wide range of different attractions and places to offer, but the links between these are often inadequate. The project *Moving forward* suggests that the existing attractions are linked to each other but also that new ones are added to support the loops and make sure that it is pleasant, interesting and safe to move around in Hjo. A large part of the suggested changes in Hjo fit within the existing structure and are mostly done by reorganizing by letting pedestrians and bikes take up more of the street space. These changes are made to

promote sustainable habits, but also to make the most out of the public spaces in Hjo.

To include as many qualities as possible that are present in Hjo the project *Moving forward* is divided into three different loops with different themes and characteristics. The smallest loop is located in the most central parts of Hjo town and has an cultural and historical theme. The medium sized loop runs from the south part of the town to the north part and has the theme of sports and recreation. The biggest loop connects the town of Hjo with rural parts of the municipality and has the theme of nature and outdoor life. This loop makes it easier for residents living on the countryside to move sustainably, but it also encourages residents in Hjo town and tourists to experience the nature in the municipality. All loops are tied together to create a well connected system where the pedestrians and cyclists never has far to one of the three loops.

With the project *Moving forward* we want to move towards a rearranged and more sustainable traffic hierarchy where walking and cycling is prioritized. This will hopefully lead to more residents in Hjo choosing to move on foot and by bicycle. In this report you can read more about the project, how it has evolved and how the change towards a more sustainable Hjo can be achieved.

We hope you will like it!

Table of contents

| | |
|--|----|
| <i>Moving forward.</i> | 5 |
| Project summary | 5 |
| <i>Table of contents</i> | 7 |
| Sustainable development in a local context | 9 |
| The project group | 9 |
| <i>Introduction</i> | 9 |
| Course Information | 9 |
| <i>Swot, objectives and strategies</i> | 10 |
| Process | 10 |
| Objectives | 10 |
| Strategies | 10 |
| SWOT-analysis | 11 |
| <i>Method</i> | 12 |
| Delimitation | 12 |
| Survey | 12 |
| Inventory on site | 12 |
| Map analysis | 13 |
| Backcasting | 13 |
| <i>Theoretical overview</i> | 14 |
| Jan Gehl – The city’s scale | 14 |
| Matthew Carmona m.fl. – the city’s morphological and social structures | 15 |
| Lifestyle and climate change | 16 |
| Men and women’s lifestyles are not equally sustainable | 16 |
| The Public Health Authority – the costs of physical inactivity | 16 |
| <i>Reference projects</i> | 17 |
| Loop Pdx, Portland, Oregon, USA | 17 |
| Havneringen, Copenhagen, Denmark. | 18 |
| <i>Prerequisite</i> | 19 |
| Traffic programme for 2016–2021 | 19 |
| National environmental goals | 19 |
| Global environmental goals, Paris agreement | 20 |
| <i>Popular places</i> | 21 |
| <i>Tourist destinations and seasons in Hjo</i> | 23 |
| Tourist destinations | 23 |
| Seasons | 23 |
| <i>Mobility and routes</i> | 24 |
| Car vs. human | 24 |
| To bike and walk in Hjo | 24 |
| From the survey | 24 |
| Existing trails | 25 |
| <i>Considerations</i> | 27 |
| Why loops? | 27 |
| The chosen loops | 28 |
| <i>The project</i> | 30 |
| Request about new places and activities from the survey | 30 |
| 3 loops – 3 themes | 30 |
| The connections between the loops | 30 |
| The loops and their content | 31 |

| | |
|--|-----------|
| Principles for furnishing and lighting | 31 |
| The small loop | 32 |
| Infrastructural changes | 32 |
| Lighting and furnishing for the small loop: | 33 |
| Car-free city core | 33 |
| Hamngatan | 33 |
| Hammarsvägen | 33 |
| 1. The furnished square (transformation) | 35 |
| 2. Hjo church | 35 |
| 3. Food market (new, other project group) | 35 |
| 4. The walkway on Vättern (new) | 36 |
| 5. A car-free Hamngatan (transformation) | 36 |
| 6. The harbour square (new) | 37 |
| 7. The harbour | 37 |
| 8. Kulturkvarteret | 37 |
| 9. Hotel Bellevue | 37 |
| 10. Floragatan | 37 |
| 11. Wagnergatan | 37 |
| The medium loop | 38 |
| Infrastructural changes | 38 |
| Jönköpingsvägen | 39 |
| Ringvägen | 39 |
| Lighting and furnishing for the medium loop | 39 |
| Bangatan | 40 |
| Sveavägen | 40 |
| 1. Central Hjo and the walkway on Vättern | 42 |
| 2. Guldkroksbadet - Open up towards Vättern (transformation) | 42 |
| 3. Prärien (New, by another group) | 42 |
| 4. City park | 42 |
| 5. Sanna | 42 |
| 7. Greenery on the boarder (new) | 43 |
| 6. The youth house (new) | 43 |
| 8. Bike stop Ringvägen/Floragatan (new) | 44 |
| 9. Hammarnskola | 44 |
| 10. Naturreservatet | 44 |
| 11. Guldkroksskolan | 44 |
| 12. Guldkroksvallen & Guldkrokshallen | 44 |
| 13. Bathing and sauna all year around (new!) | 45 |
| The Large loop | 46 |
| Infrastructural changes | 47 |
| Hjovägen | 47 |
| Around Mullsjön | 47 |
| Lighting and furnishing for the large loop | 47 |
| 1. Grebbans kvarn | 49 |
| 2. Stampens kvarn | 49 |
| 3. Stämmorna | 49 |
| 4. Svebråta | 49 |
| 5. Varpets badplats | 49 |
| 6. Högaliden | 49 |
| 7. Korsberga lantbruk | 49 |

| | |
|---|-----------|
| 8. Concept for stations (new!) | 49 |
| 9. Munkebo lantbruk | 50 |
| 10. Concept for stations – Korsberga | 50 |
| 11. Concept for stations – Blikstorp | 50 |
| 12. Resting area (new!) | 50 |
| 13. The dams | 50 |
| 14. Norra Fågelås church | 50 |
| Implementation | 51 |
| How can the municipality keep working with our project? | 53 |
| Discussion | 54 |
| The survey | 54 |
| Environmental goals | 54 |
| Moving forward in relation to the theoretical overview | 54 |
| Lifestyles, health and ecological footprints | 55 |
| Conclusion and reflections | 55 |
| References | 54 |
| Appendix 01: Objectives | 57 |
| Appendix 02: Strategies | 58 |
| Appendix 03: Survey | 59 |



Introduction

— Course Information

Sustainable development in a local context

In the course “Planning and design for a sustainable development in a local context” architecture students from Chalmers University of Technology work together with a small or medium sized municipality in the Västra Götaland region, this year (2016) Hjo municipality is the chosen municipality. The theme for the course is the connection between urban and rural.

The course is a close collaboration between the planning department in Hjo municipality and Chalmers. The students have done multiple visits on site and in addition to these have also conducted surveys and interviews as a starting point for their projects.

The project group

Our group consist of 4 members with different backgrounds. Matilda and Kimberly have a bachelor degree in spatial planning from Blekinge Institute of Technology and Anna and Amanda have a bachelor degree in architecture from Chalmers University of Technology. The varied backgrounds and different knowledge in terms of scale, processes, etc, have given the project a broader perspective and a vibrant dialogue within the group.

Swot, objectives and strategies

Background material and early analysis

Process

This in-depth project is based on a six week long period of analysis of Hjo municipality that has been common for the entire class. As an introduction strengths and weaknesses were identified through studies of the local situation in Hjo. After that trends on a regional, national and international level were identified to later distinguish opportunities and threats. This analysis led to a common SWOT (strengths, weaknesses, opportunities, threats), 13 local objectives for sustainable development and strategies connected to these. You can on the following pages read about the objectives and strategies that the project *Moving forward* are focused upon while lists of all the local objectives and strategies can be found in the report appendices.

Objectives

Since the project *Moving forward* consists of measures connected to both transports, movements, linking and place making most of the common objectives are relevant for the project. All objectives can be found in the appendix 01 while the ones we have chosen are listed below:

- By 2025 Hjo has a car free city core and has decreased car usage by 50% in the rest of the municipality.
- Hjo is a place of inclusion where differences and diversity are valued and represented in an equitable community.

- By 2025 there are cultural and social activities all year round for inhabitants and visitors in Hjo, regardless of age and social group.
- In Hjo urban and rural areas are well connected.
- Hjo Inhabitants have awareness of sustainable lifestyles and has an ecological footprint below one.
- By 2020 nature, commercial and social services are physically accessible without a car.

Strategies

All strategies that are relevant for the project *Moving forward* can be read as a whole in the appendix 02 attached to this report. The relevant strategies have been summarized and described with the following themes or keywords:

Accessibility, linkage and connections, equality, safety and security, meetings and activities and transformation to a sustainable society.

SWOT-analysis

The result from the common SWOT-analysis can be read below.

Although most of the points in the SWOT could be used in the project we chose to focus on some more than others. These ones are in **black** in the diagram.

STRENGTHS

/ USE + DEVELOP

- **Cultural heritage:** *Natural heritage, built heritage, agricultural heritage*
- **Proximity (physical):** *Within Hjo and in relation to the region*
- **Human scale and picturesque**
- **Community:** *Social capital, social trust, social spaces*
- **Local resources:** *Lake Vättern, productive landscape, forest, clay, fish*
- **Closeness to nature (physical and mental):** *Diversity of natural systems, recreation, habitat*

OPPORTUNITIES

/ TAKE ADVANTAGE OF

- **Growing interest in local resources:** *Renewable resources, agriculture innovation, organic foods and goods*
- **Growing interest in eco-tourism**
- **Increased environmental awareness:** *Individual and political level*
- **Immigration and multiculturalism**
- **Increase in sharing economies:** *resources, knowledge, services*
- **Slow city trend / Ruralisation**
- **New technologies / digitalization** connects Hjo and its labour market to the world

WEAKNESSES

/ AVOID

- **Lack of diversity:** *People, housing, development, monocultural agriculture*
- **Lack of access:** *Inadequate pedestrian and bicycle lanes, public transport*
- **Disconnection:** *Improperly defined and disconnected public spaces; urban-rural, formal-informal space*
- **Car dependency and car usage:** *Within Hjo and in relation to the region*
- **Low resilience:** *Jobs, activities, food, resources*
- **Dependency of seasonal tourism**
- **Sleeping city:** *daily, seasonal*
- **No municipal housing company**
- **Community:** *Social control*
- **Demographic unbalance**
- **High ecological footprint**

THREATS

/ MITIGATE

- **Aging population**
- **Urban sprawl on agricultural land**
- **Climate change:** *jeopardizing agriculture, loss of biodiversity, extreme weather*
- **Urbanization:** *young people moving out, centralization of services within Hjo and in the region*
- **Individualization:** *decreasing community engagement*
- **Globalization:** *external dependency makes Hjo less resilient, dilution of local cultures, loss of local traditional knowledges*
- **Disruptive technologies:** *automation makes manual labour obsolete, digitalization connects Hjo to global competition*
 - **Xenophobia**
 - **Unsustainable lifestyles**
 - **Unsustainable agricultural and forestry practices:** *monoculture, demand for biofuel production, use of pesticides/fertilizers/GMO, meat industry*
 - **Water pollution of lake Vättern**
 - **Diminishing global resources / Peak everything**

Method

—— Question of interest

Hjo is quite a small town with short physical distances, but long mental ones, which to a large extent is a consequence of inadequate accessibility and linkage. As a consequence the car is the most common mode of transportation, even for short trips within the town that easily could have been done on foot or by bike. The car ownership in Hjo municipality 8,7% higher than in the rest of Sweden, which leads to unpleasant and unsafe urban spaces, high levels of emissions and an enlarged ecological footprint. In the long run it is also a health threat for the residents of Hjo.

An additional problem connected to the dependency of cars that has been brought up during the initial phase of the course is that people in Hjo do not see themselves as having any problems connected to climate change or that they are directly connected to these. This is problematic since it increases the risk that the residents of Hjo continue to think in terms of business as usual and live in a way that is unsustainable for our planet.

Delimitation

With respect to the restricted time given to the in-depth project the extent of the project is limited. The large loops potential link from Blikstorp to Pilgrimsleden is, for instance, just a rough example of how a connection can be done, since the inventory of this part of the municipality has not been thoroughly done. Also the amount and level of detail concerning suggested additions of activities and places are limited due to the time frame.

The focus of the project has in some ways been on all dimensions of sustainability, but pedestrians and cyclists and their experience of Hjo has been the main focus in all of the three different loops. The project is however not about sustainable transport in the sense of commuting and public transport, even though the loops are chosen so that they also correspond with these routes since it strengthens both the project and Hjos ability to develop sustainable

—— The work Process

Survey

To reach a broader understanding for which places the inhabitants of Hjo like and dislike and how they experience the possibilities for walking and cycling in Hjo we submitted a survey early on in the process. This was to try and reach a large amount of people and get a more extensive base to proceed from and interpret the local context better. A link to the survey was published on the facebook page “Hjo” which has approximately 6500 members. To see how the survey is formed, see Appendix 03.

Inventory on site

We have during our visits in Hjo done inventories on places of interest for our project. Both places identified through our survey but also places we have identified as interesting on our own were investigated. During the visits we also investigated the existing streets’ shape, availability and the possibility to move

on foot and by bike, both in Hjo town and in the rural areas. The visits have been important to gain knowledge of the local situation for our own sake and to identify our suggested loops.

Map analysis

Map analysis have been an important method to identify existing pedestrian paths, streets, nodes, services etc. We have used different digital map services such as Google Maps, geographical information systems (GIS), map data from Hjo Municipality, Länsstyrelsens map service webbGIS and websites for different hiking routes.

Backcasting

A method called Backcasting has partially been used in this project. Backcasting is a relatively common method when it comes to sustainable development and strategic planning since it requires that a mutual long-term vision is formulated. The vision is often relatively wide formulated and which makes possible that people of different opinions can work together towards a commonly set target. Some of the steps to achieve the vision can later feel obvious while other steps can be formulated in very different ways depending on the participants roles, opinions and perspectives. (Höjer, M m.fl., 2011:819-822)

In this project Backcasting has been used to clarify the project's final vision for us within the group. The vision has thereafter been the basis for how different steps and measures have been formulated to enable our vision to be implemented. The method has also affected the work process and what we have prioritized during it.

Theoretical overview

Why walking and cycling?

Jan Gehl – The city's scale

In his book, *Livet mellem husene* (2007), Jan Gehl, Danish architect and theorist, presents several factors that contribute to making city spaces safe as well as attractive. The following points are some of the factors that Gehl mentions that are of importance for our project:

The social field of vision

We can see people at a distance of up to one kilometer, depending on environment, lighting and whether the person is moving or not, but it is not until people are within the distance of 100 meters or less that they become relatable as human beings. The range between 0 and 100 meters is, by Gehl, called “the social field of vision” and it is within that range that humans have the ability to register another’s presence and closely be able to read emotions and expressions. In smaller more intimate city spaces we get a better opportunity to face others, which gives environments that feel “personal” and “warm” while larger structures contribute to the opposite.

Time to experience

Our sensory organs are largely designed to perceive what is happening around us in the speed we have when we walk or run, with other words approximately 5 to 15 km/h. If the speed increases our ability to read and perceive details in the environment, but also social surroundings, gets considerably worse.

The city’s scale in relation to driving or walking. Environments that are shaped for the car and environments that are shaped for humans are very much unlike each other. For signs and similar objects to be registered and visual on the freeway they need to be huge, while in environment adapted for walking they can be considerably smaller and more detailed.

How far does one want to walk?

To walk is physically demanding and there is therefore boundaries for how far everyone wants or has the ability to walk. In everyday situations there have been studies that show that most people can imagine walking between 400 and 500 meters (shorter distance for children and elderly). But distances can not only be measured as physical but also as mental due to experiences. Distances with higher stimulation along the way are experienced as shorter than they actually are, while long distances with straight paths are experienced as longer than they actually are.

Matthew Carmona m.fl. – the city’s morphological and social structures

In the book *Public places Urban spaces* (2010) by Matthew Carmona et al the topic of how city structures have changed throughout the years and how the social aspects of planning have been taken into account. Certain parts of this book has been especially relevant for our project.

A symbiosis between humans and their environment
Architects and planners have big possibilities to affect the design of the built environment. Therefore they also have a great responsibility because the design, according to Carmona et al, affects people’s lives. With that being said people are not just passive users, but also creators of their surrounding environment through their choices, movements and use of the places and spaces around them. That is why the built environment is strongly linked to the social dimensions of people’s lives. The built environment is not the only determinator of people’s behaviors, but it is a very deciding factor when it comes to people’s possibilities to move around in and access public space and the experiences and togetherness that may appear in the public sphere (133). Because of this interplay between humans and their environment it is essential that the design of public space has a positive effect on as many societal groups as possible. Due to the fact that everyone, in some way or the other, is affected by planning and design it could be necessary to take certain groups and their needs into special consideration if everyone is to have the same access and right to be in and feel safe in public space.

The car’s influence in cities

according to Carmona cities were historically designed for walking and everything that citizens needed was within walking distance from their homes. Space for movement and transport overlapped space for social interaction and activities because they were all part of one system. As new modes of transportation were introduced functions in the cities moved farther apart. As did the networks for transport and social interaction. For example the street space was first shared by pedestrians, cyclists, horses and cars when cars were introduced. When the amount of private

cars increased these started to limit other forms of movement and started to claim public space for parking. Roads for cars are often defined by speed and movement and become clearly separated from other functions in cities, while walkable streets often are defined by social interactions and as linking elements in cities. This clear partition and prioritization of cars has developed throughout the years and is regarded as being part of the reason for streets lacking public life, decreasing social interactions between people in cities and dying city centers when retail has been relocated to external shopping centres.

A change in hierarchy and design

A transition from transport dominated roads to streets, boulevards and avenues where human movement, social interactions and public places share the existing space are advocated today. Some roads will always be needed but a rediscovery of the street as public space and as a linking element in cities has become many planners mantra (102). Since the negative effect on environment and climate due to driving became known a transformation of road networks, modes of transport and city structures is argued to be necessary in order for a sustainable development to be possible. The biggest challenge therefore lies in changing people’s attitudes and habits as well as the market, politicians and other key stakeholders within the transport sector. This is essential, according to Carmona, in order to make a future transition possible that both humans and environment gain from. Urban renewal across the globe bear witness of that this change is underway. Roads and being transformed into pedestrian streets or shared space, pedestrian underpasses and bridges into crossings, street trees are being planted, groundcovers changed and parking is being removed or relocated. All these actions aim to improve the public and social life in cities as well as lowering the dominance of cars and their negative effect both on a local and global scale.

“Pedestrian movement is compatible with the notion of streets as social space, and there is a symbiotic relationship between pedestrian movement and economic, social and cultural exchange and transactions. By contrast, car-based movement is pure circulation, with private cars also facilitating an essentially private control over public space. Opportunities for most forms of social interaction and exchange only occur once the car has been parked” (Carmona, p 83)

Lifestyle and climate change

Jörgen Larsson has through Mistra Urban Futures presented the report *Klimatomställning Göteborg 2.0 - tekniska möjligheter och livsstilsförändringar* where the current lifestyles and emission levels of the inhabitants of Gothenburg are examined and compared with futuristic ones based on three different scenarios. The focus of Larsson's report is Gothenburg but the figures in the result are with great probability much alike for Hjo, if not higher when the number of cars per inhabitant are higher and the main group of people living there lives in villas. A central question in the report is which technique and lifestyle changes that can contribute to lowering the emission levels to achieve the commonly set target of under two tons per person and year until year 2050. Beyond looking at how one can make possible reductions they have in their work examined how the transition can affect the wellbeing of humans.

To be able to calculate today's climate impacts, average data about the inhabitants of Gothenburg from year 2010 has been used and they have included high-income earners, low-income earners and the average "göteborgaren". The average "göteborgaren", according to the report, emitted approximately 7,4 ton carbon dioxide equivalents - with reservation for underestimation. High-income earners emitted nearly twice as much compared to the low-income earner, something mainly depending on travels by plane and car. In the report they also establish that a transition is most definitely necessary if the vision of two ton per person and year shall be reached til year 2050.

So how does the transition to a lower emission intensive lifestyle affects the welfare of people? The authors of the report note that there does not seem to be any conflict between high welfare and low emission. With that being said the transition needed is not unproblematic and simple. Important posts for a lowering of emission that can be linked to the project *Moving Forward* is among others:

- Renewable fuels for cars and buses
- Decreased car usage
- Increased public transport
- Low carbon dioxide emissions from public investments in buildings and roads

Men and women's lifestyles are not equally sustainable

In the report "En studie om jämställdhet som förutsättning för hållbar utveckling", written by Gerd Johnson-Latham at the Ministry for Foreign Affairs in 2007, one can read about how men and women have different lifestyles and therefore have different effects on the environment. The question of equality and sustainability have therefore lately been paired together in discussions on this level. The report also enlightens the fact that Sweden have a great supply of statistics divided into gender groups because of a large amount of single households, which have made the comparisons between men and women's lifestyles and consumption patterns possible.

In Sweden the general level of emissions are high, actually higher than the average in Europe. This is mainly due to large housing, more travel by airplane and car and a high consumption of meat. These high levels are for both men and women, even if men are responsible for more emissions in total in Sweden, largely due to the fact that men in general have higher salaries than women. Men also put a larger portion of their salary on products and services with a higher requirement of energy and are in general traveling with less sustainable modes of transportation, such as private cars. The conclusion is therefore that the emission levels mainly are connected to income levels, but that men from an environmental perspective consume more environmentally harmful products like motor vehicles, travel more and use more energy consuming products and devices. Another factor that make men contribute to larger emissions is that they also travel farther distances. They are for example often working further away from the home, while women to a larger extent still have more responsibility for the home and family.

The Public Health Authority - the costs of physical inactivity

Physical inactivity is, according to the Public Health Authority, the fourth largest cause of premature death in Sweden today. For more than 30 different diseases there are scientific proof stating that physical activity can be used both to prevent and treat these. In addition to having a large negative effect on an individual level, diseases lead to great societal costs. In 2006 the estimated costs for physical inactivity were 6 billion SEK per year, where the main reason was stated to be production loss. In a later report from 2010 the costs for physical inactivity was listed even higher at 7 billion SEK per year.

Reference projects

— Inspiration from Portland and Copenhagen

Loop Pdx, Portland, Oregon, USA

Loop PDX is a competition initiated by the University of Oregon, John Yeon Center for Architecture and Landscape and Design week Portland to collect suggestions for how a proposed ca 10 km long route for walking and cycling called “The Green Loop” could be defined and designed. The green loop is supposed to connect Portland’s east and west parts and show new ways of moving in the city. Companies as well as students were invited to participate in the competition where the price could be as much as 20,000 USD to further develop the winning proposal. The proposal “The Portland Living Loop”, by the design collective Untitled Studio, was the contribution that won. The Portland Living Loop has a focus on ecosystems services and inviting the green into the city while at the same time creating attractive surroundings both to move through and stay in.

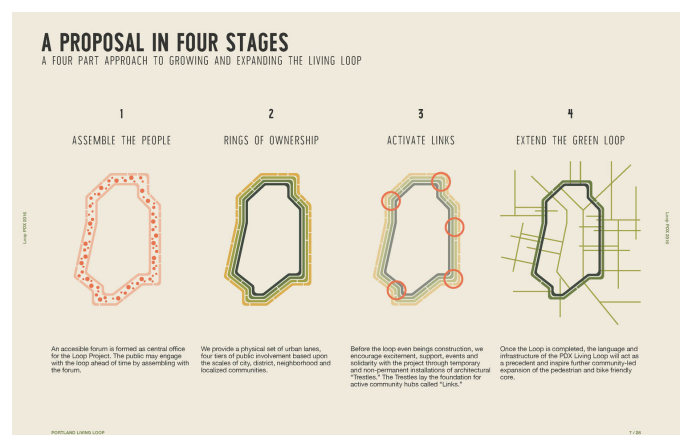
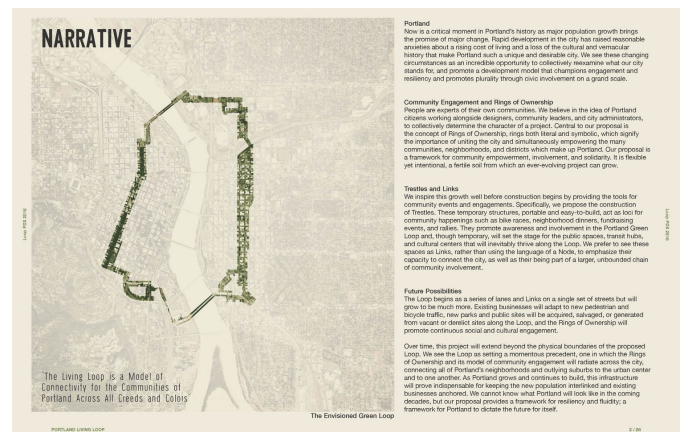


fig. 3 Loop Pdx

Havneringen, Copenhagen, Denmark.

Havneringen is a 13 km long loop around Copenhagen's harbour, where different activities are linked together. Good connections with bridges over the water makes it possible for the ones who want to choose shorter distances at 2 km, 5 km or 7 km. The endpoints of Havneringen is by the locks in the south and Nyhavn and Inderhavnsbroen in the north. The loops can be experienced with different themes and activities, for example architecture, gastronomy, sports and history and along the loop information signs are put up to inform the user of the different neighbourhoods that they are passing by. The character of the loop varies along the route, with asphalt and divisions between pedestrians and cyclist in more central parts and packed gravel and shared space in less central ones.

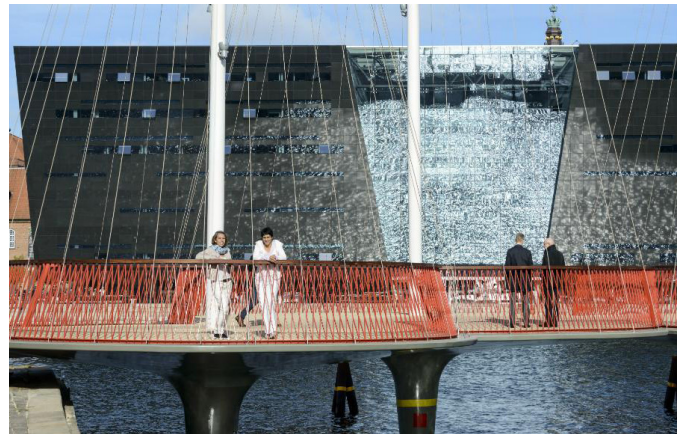
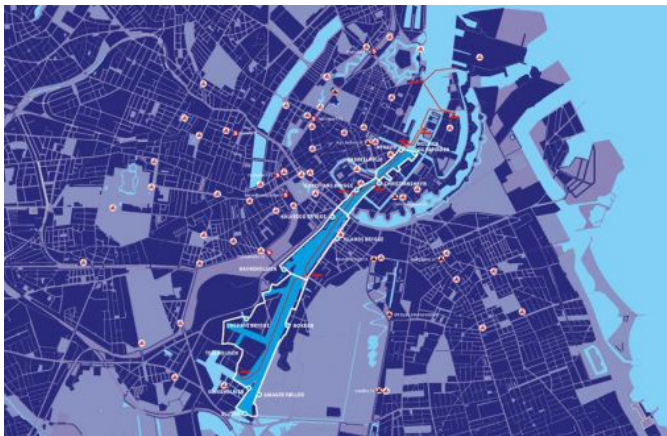


fig. 4-8 Havneringen



Prerequisite

—Plans and environmental goals

Traffic programme for 2016–2021

The municipality has a newly constructed traffic programme. During 2015 the programme was out for consultation and residents in Hjo and other affected parties had the opportunity to comment on it. The program, which should be a living document, is constructed of inventory of existing conditions and includes a few suggestions for concrete changes for Hjo town. The rural areas are not included in the programme. The municipality wants to make the following changes with the traffic plan as a support:

- Reduce the amount of through traffic in central Hjo to improve safety and sustainability
- Hjo has a potential for increased usage of bicycles for transportation.
- Adjustments of speed limitations
- Increased availability for parking in central parts of Hjo
- Increased safety and accessibility in traffic
- Reduced impact on the environment

To reduce the through traffic in central Hjo a number of different regulating measures are suggested to make it more difficult for, but not forbid, car traffic. To increase the usage of bicycles an expansion of the existing network of bike lanes is suggested. Other

measures that are suggested are new speed limits, traffic calming measures, displaying and references to parkings, campaigns to promote sustainable travel alternatives, improvement of pedestrian lanes and work to improve the public transport, etc. The program is quite general and is not suggesting any drastic changes.

National environmental goals

Sweden has 16 national environmental goals which are all meant to give structure to the Swedish environmental work, both nationally, in EU and globally. The larger amount of the national goals are not achieved in Västra Götalands län, according to miljomal.se. For the project *Moving forward* the goal of most interest is goal number 15 “A good built environment” which is formulated in the following way:

“Cities, towns and other built-up areas must provide a good, healthy living environment and contribute to a good regional and global environment. Natural and cultural assets must be protected and developed. Buildings and amenities must be located and designed in accordance with sound environmental principles and in such a way as to promote sustainable management of land, water and other resources.”

For the goal to be achieved miljomal.se describes the need of increased actions towards noise as well as protection of greenery and cultural values near urban areas.

Global environmental goals, Paris agreement

In december 2015 the world leaders gathered for the COP21-conference where they agreed upon the content of the new climate agreement, the Paris agreement, that replaces the Kyoto agreement (UNDP, 2015). The largest accomplishment with this is that they agreed upon working towards keeping the temperature increase below 2 degrees, but also actively work for it to stay at 1.5 degrees. The agreement also includes 17 global goals towards a sustainable development all which aim to, within the 15 coming years, extinct extreme poverty, reduce inequality and injustices and also solve the climate crisis. It was hoped that the agreement should have been enforced by 2020 but thankfully several big emission countries approved it so the agreement will be able to be enforced already in 2016. How the climate agreement shall be realized, financed and measured started to be discussed during a new climate meeting, COP22, in Marrakech, Morocco in November this year, 2016.

Of all the 17 goals there are several that can be connected to Hjo and the project *Moving forward*, but mainly Goal number 11 - Sustainable Cities and communities. Within the goal there is an amount of targets where Hjo and the project are mostly affected by the following:

11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management

11.7 By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities

11.a Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning

Popular places

Identified sites from the survey and tourism

The survey resulted in a large number of responses. The survey was shut down after about a week in order to be able to take care of all answers and comments. 300 response was received. Of those who participated 67,3 % were women and 32,7 % were men. There was a good age span where the youngest taking part was 15 and the oldest 81.



fig. 9 diagram over gender participation in the conducted survey

unsafe when it gets dark. The majority of the less popular places were mentioned because of the lack of lighting or disturbing traffic. Regarding less popular places because of traffic the answers were both from men and women but when it was due to the lack of lighting it was lifted mainly by women.

In the city of Hjo places that was liked or disliked is marked out in the figures 10 and 11 on the following page, while all places that the inhabitants liked or disliked in the countryside is presented on figure 12. This because the majority of the responses focuses on places in the city of Hjo

Popular places include in particular the harbour, the city park, the waterfront path, Hjoåns valley and the natural and recreational areas in general. Places like Högaliden, Mullsjön, Kulturkvarteret, the city core and the older quarters and Guldkroksvallen were also mentioned as popular. Less popular places that were mentioned was especially the industrial area, the square, the old Konsumhus (former supermarket), Sannaområdet and Prärien. Something that was very clear in the survey was that many inhabitants feel the lack of lightning in the city being a big problem because it means that places feel both deserted and

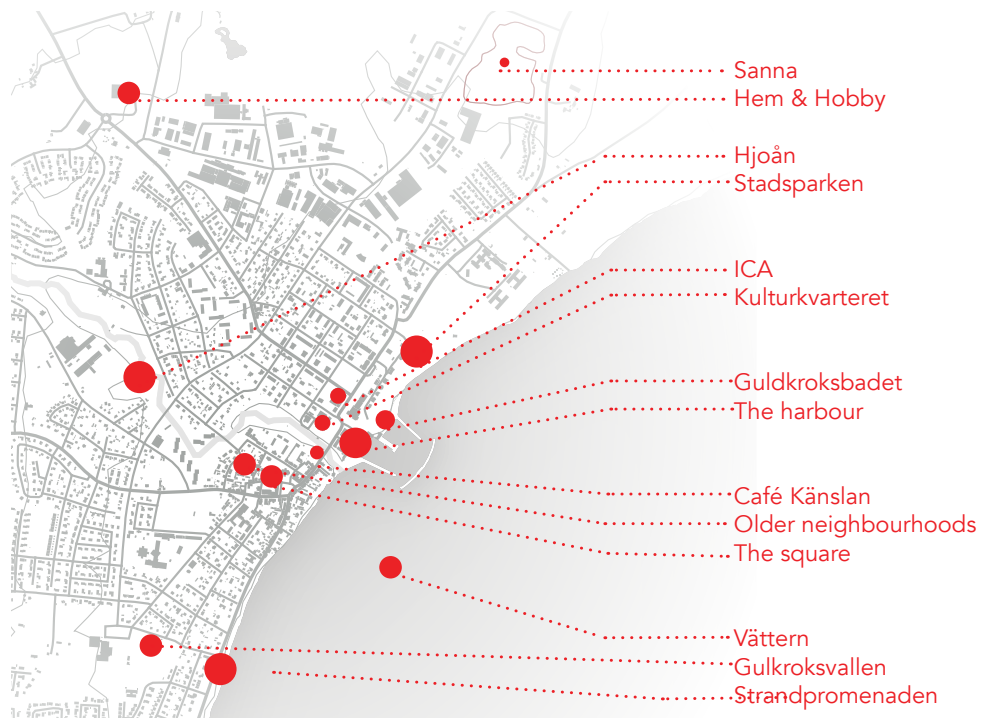


fig. 10 places you like

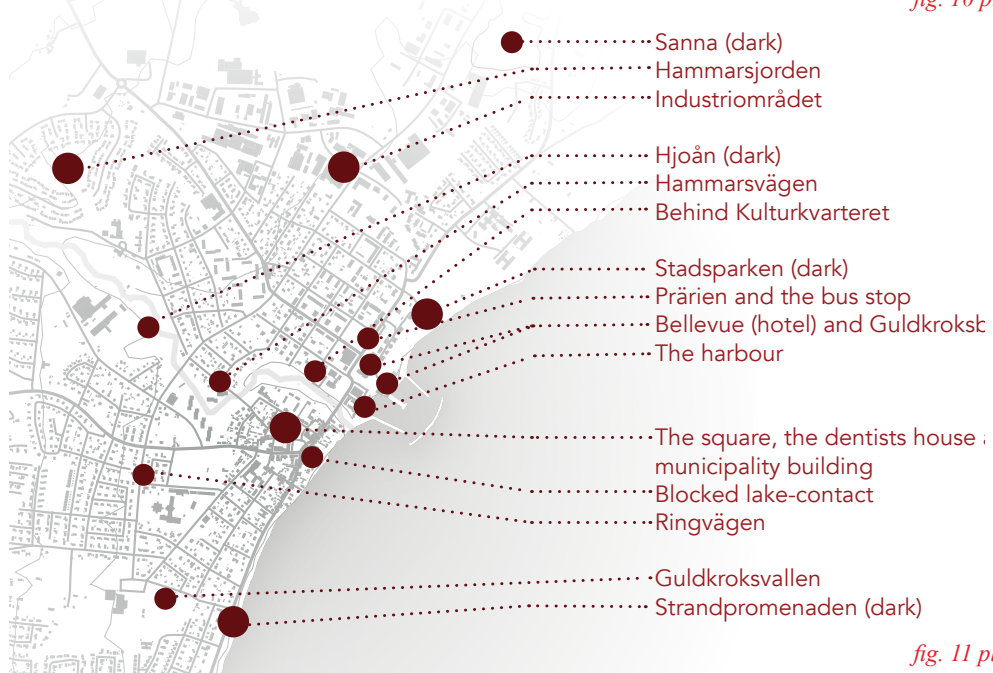


fig. 11 places you like

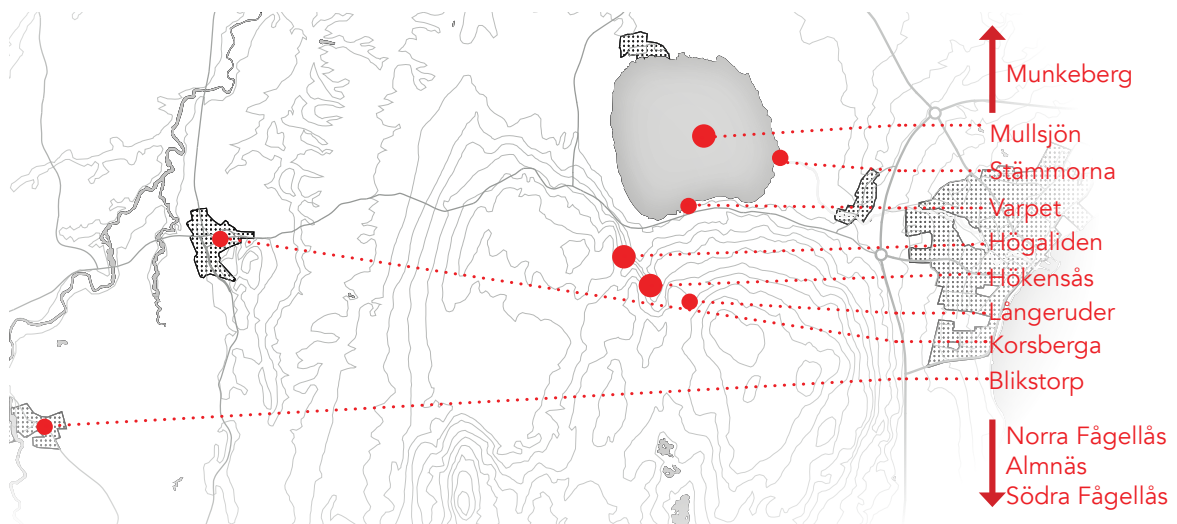


fig. 12 places outside of Hjo town

Tourist destinations and seasons in Hjo

— Events in Hjo during a year

Tourist destinations

Hjo is mostly known as the wooden town. An authentic setting with old wooden houses, charming alleyways and lush gardens is perhaps what the city is most associated with, it is also in this way the city often is marketed.

However, there are many other things to explore as a tourist in Hjo. Vättern offers beautiful scenery, swimming, boating and fishing. The harbour, which has recently undergone a reconstruction, is located in close connection to the city core and attracts a lot of people. Nature and outdoor activities including Hjoåns valley and golf in Hökensås is other attractions. The municipality also highlights its cultural activities in form of music, arts and crafts (Hjo municipality).

There are also a lot of farms within the agriculture and forestry sector. Some farms are open to visitors, such as Almnäs and Munkebo. There are also several mansions and churches that testify to the history of Hjo.

Seasons

There are a lot of different activities in Hjo. It is however quite clear that the municipality is most active with arranging activities during the summer months. For example, the Bison in Gate, Guldkroksbadet, the experimental house in the city park and the ice cream test at Moster Elins. When looking at the opening hours of these places, many of them are only open during the summer months. However, there are also activities during the winter months such as ice skating at Guldkroksskolan, skiing in Högaliden, the living advent calendar and crafts and art exhibitions. There are also good possibilities to create new activities and events because of the great amount of organizations.

Mobility and routes

Current situation for pedestrians and cyclists

Car vs. human

Hjo has a range of different types of urban spaces. Some parts of Hjo are clearly designed in a human scale, for example in the older parts of the town where you find narrow streets and a built environment that provide the pedestrians with a lot of details to look at. On the other hand other parts of Hjo are clearly designed with the car in mind, for example along Ringvägen where it is both easy and tempting to drive fast, since crossings and other types of activities are placed far apart. To make these two different types of environment nice and safe for pedestrians different kinds of measures are needed. The central part of Hjo is mainly in need of a reorganization of the traffic where the needs of pedestrians are put above the needs of the car, while Ringvägen needs solutions for balancing between the two. The car should have easy access here, but not at the expense of pedestrian and cyclist safety.

To bike and walk in Hjo

The distances between points of interest in Hjo are relatively short. The majority of the inhabitants within the town live within less than a two kilometer radius from the central square and the landscape is flat. The potential for residents to walk and bike is therefore to be seen as good. But the current network of paths for bikes and pedestrians are of varying quality, in some parts of the town the paths are good, while they

at other places are missing. The network is perceived as fragmented since some paths suddenly disappear and forces the cyclist or pedestrian out in the car traffic. The current infrastructure in Hjo does at some places also encourage the driver to drive fast which also leads to streets that are unsafe for pedestrians and cyclists. The municipality has quite recently built a new bike path that runs along Hjovägen from Hjo town to Högalidens recreational area. But to larger villages like Korsberga and Blikstorp, 10 respectively 15 km from Hjo town and to other parts of the rural parts of Hjo municipality there are no bike lanes.

To sum up, one of many reasons to why few residents in Hjo today chose to walk or bike is because of the fragmented network and a large amount of car traffic.

From the survey

Two of the questions in the survey that we sent out to residents in Hjo dealt with how they experience the ability to walk and bike in Hjo is today. The answers were quite varied and in many cases connected to additional comments that had an separate field for this question. As an example one person answered that the possibilities to bike in Hjo were good, but that it was due to short distances rather than the infrastructure being suitable for it. A few interesting questions can be posed in relation to these answers,

if the possibilities to walk and bike are so good in Hjo, why then is the ownership of cars so high and why are so few biking and walking instead of taking the car?

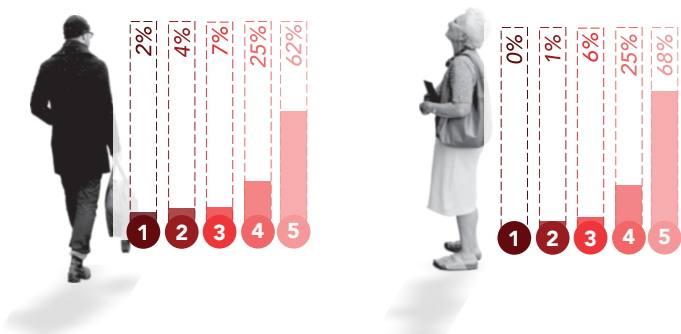


fig. 13 Possibility to walk

Hjo has in addition to these a few hiking trails that run over the municipality's border. The pilgrim trail (pilgrimsleden) that goes through the whole region of Skaraborg, the west Vättern trail (Västra vätterleden) that runs along the west coast of Vättern and the Rankås trail (Rankåsleden, not on the map) that runs from the north of Hjo towards Tibro. There are also two larger bike routes that passes through Hjo, Runt Vättern and Västgötaleden that connects most of the municipalities to each other in the region of Västergötland.

A map over the current trails can be found on the following page.



fig. 14 Possibility to bike

As one can read in the diagrams above men and women pretty much agree on how easy it is to walk in Hjo. Approximately 60-70% of all the participants in the survey rated five out of five when rating on a scale where five meant "good conditions". When it came to cycling men were generally more critical. The total score was still good for both men and women, but among men only 40 % choose a five, while 50 % of women did. In total we can conclude that residents think the prerequisites for walking are better than those for cycling.

Existing trails

There is a number of existing trails and routes for exercise with different characters and standards in Hjo today. Among these two are light up, the trail in the north part of Hjo town called Sanna and one in the recreational area called Högaliden approximately 7 km west of central Hjo. The Sanna area has a 1,2 km long trail, while Högaliden has one that is 2,5 km long and one that is 5 km long. In addition to running and skiing when the snow has fallen in Högaliden is it also possible to mountain bike and do orienteering. For those who want to walk along the creek in central Hjo there is a path called Guldkroksslingan that is 6 km long.

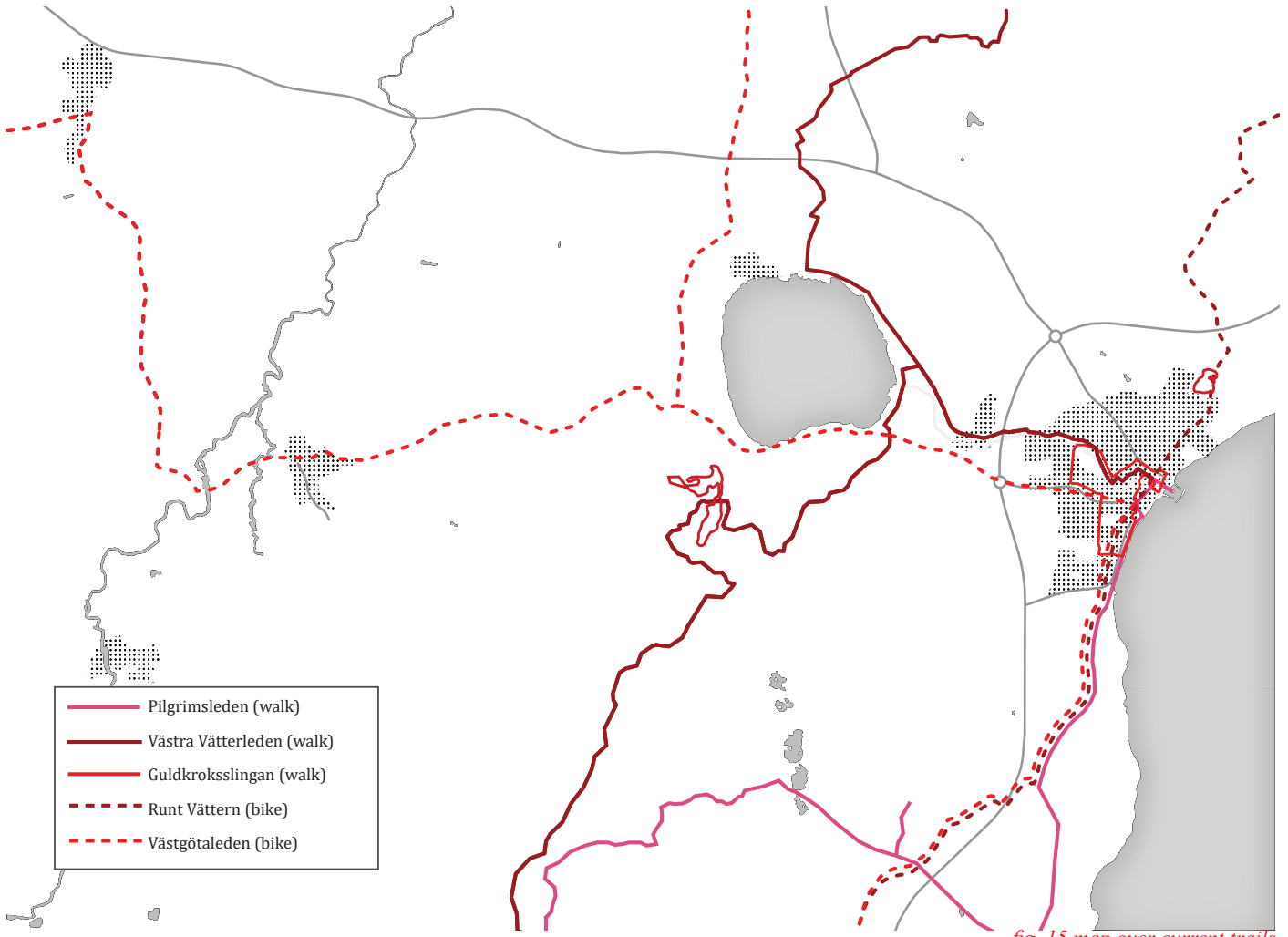


fig. 15 map over current trails

Considerations

— Our project proposal

The survey that was conducted showed that the inhabitants of Hjo considered the possibilities of moving around on foot or by bicycle were good. Despite this Hjo municipality has a higher average of car ownership than the national average in Sweden. When visiting in Hjo we found flaws in the infrastructural situation. In most parts of the municipality it is obvious that the car is prioritized which leads to large traffic flows for such a small place. The prioritization of cars also makes the car drivers drive faster than appropriate on many roads which contributes to an unsafe traffic environment for pedestrians and cyclists. The pedestrian and bicycle network is also fragmented where the routes often end in the middle of nowhere. To change the hierarchy and instead prioritize pedestrians and cyclists is an important step in order for more people to choose these modes of transportation instead. This is what the project wants to highlight by suggesting a redistribution of the public street space where more space is given to pedestrian walkways and bicycle paths. However the project is also about creating clear definitions of space and achieving a good general standard. If we are to believe the answers from the survey it might be more about trying to make it more attractive for the inhabitants of Hjo and to make them see the benefits of walking and cycling rather than doing major infrastructural changes.

The survey also revealed that the inhabitants of Hjo are proud over their town and many different places are mentioned as appreciated. With our project we want to decrease the mental distances in Hjo and part of the project is therefore to link many of the activities and

places that are already there today. The infrastructural changes we believe to be a necessity for the inhabitants to move in more sustainable ways but we also see that it is important to enhance the experience of walking and cycling in Hjo. To enable this we propose several changes and new additions of functions and activities to complement the already existing ones.

Why loops?

There are different principles for how to link activities and destinations to one another. Two of the most common are by using loops or networks. In our project we have chosen to focus on loops that are connected to one another as well as connecting to the existing routes and trails. However, we have chosen to present our project as loops, both because of the many benefits of the principle but also to fulfill a methodological and pedagogical purpose.

The probable main argument for loops is that one need not ever take the same way back as one came and is therefore offered a more varied experience. Loops are also advantageous due to the fact that there need not be any dead ends, which feels even the more important in a smaller place like Hjo town where one wants to make use of the whole town. The survey also revealed that many of Hjo's inhabitants think it is too dark and creepy by night. One aim of the loops is also to offer a route that the inhabitants can feel safe using and know is lit up all the way around. This is especially important when highlighting children's needs and issues of gender where a higher level of

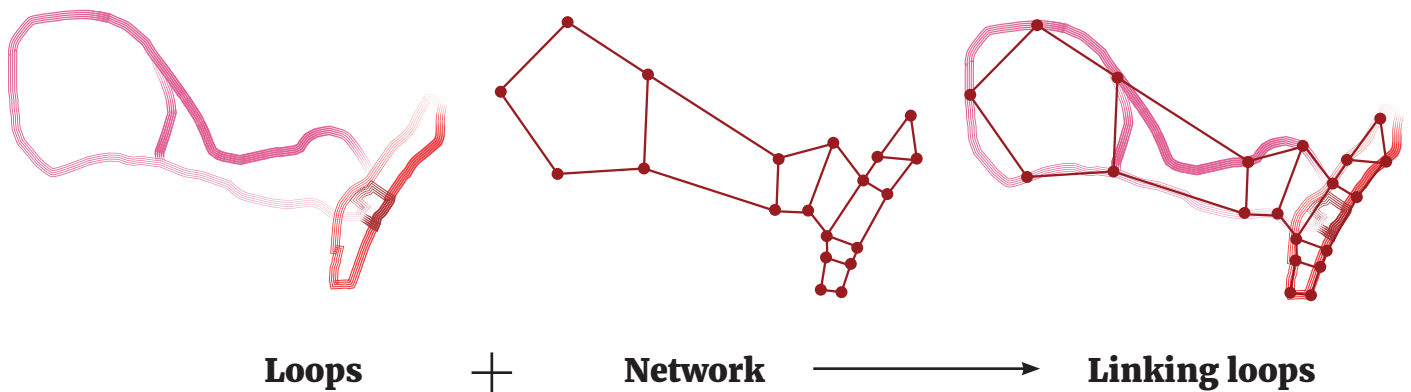


fig. 16 diagram over the loops

women than men feel unsafe when public space is not properly lit..

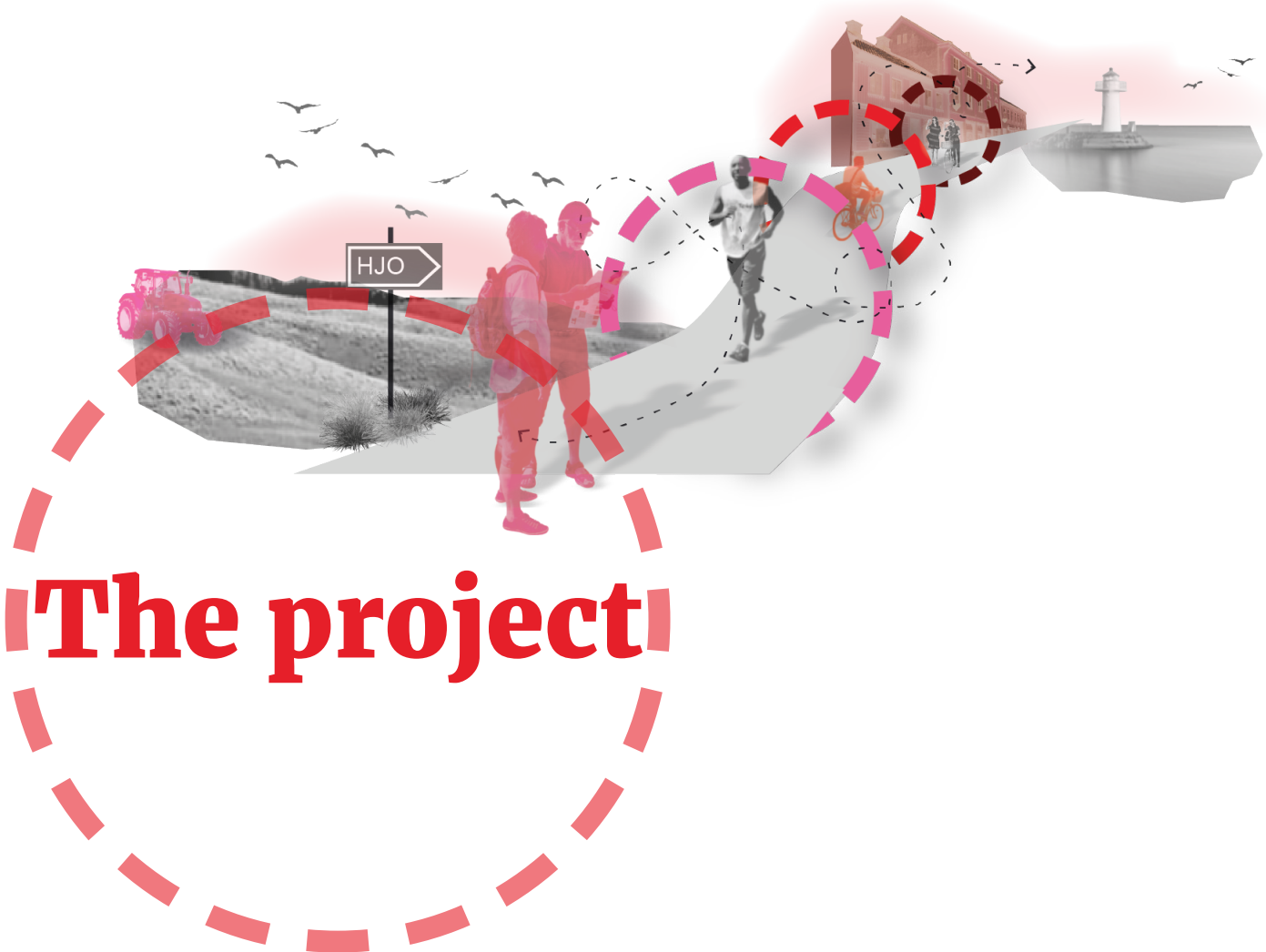
The choice of loops also felt natural when looking at the existing pedestrian and bicycle paths in Hjo. By adding new paths for pedestrians and cyclists along certain stretches loops could be closed. The loops are therefore nothing that is created from scratch but rather something that can be highlighted and strengthened within the structures that are already in place.

The chosen loops

The chosen loops are based on several different aspects and considerations, one being the existing structures, another being the identified places of interest from the survey as a starting point of why the loops look like they do. Important services such as schools, sports activities and health care was also added to the equation .

"I live in the countryside, 7 km from Hjo. There are no busses so to have a safe bicycle path into Hjo town would be like a dream come true." W, 45

The loops take both urban and rural into consideration. In the survey requests for improved possibilities for cycling in the rural areas were lifted and several popular places around Mullsjön were identified. This is connection between urban and rural is part of the focus of the studio but it also became clear that it is of importance to the people living in Hjo municipality. Therefore we wanted to include this aspect of urban and rural connections as part of our project.



The project

The project

introduction

To move around in Hjo in a sustainable way should be easy, attractive and safe. Because of this aim the project *Moving Forward* - towards a socially and physically connected Hjo, aims to improve connections for pedestrians and cyclists as well as link existing and new attractions to each other. Through these interventions Hjo becomes more equal and accessible for everyone, while also possibilities for meetings and new experiences are improved.

Request about new places and activities from the survey

One question in the survey focused on if the inhabitants in Hjo lacked any activity or place and if so, what. The answers to the question varied a lot, but one common answer was an indoor swimming pool closely followed by a horse riding school, activities for young people and places for dancing and theater. Many inhabitants also expressed a desire for a greater range of shops, services and restaurants. Further request received were things such as a market hall, running tracks with lighting, an ice rink, marina, more parking places, a restoration of the city park, sauna facilities, changed design of the square, better connections and bike lanes, traffic reduction and changes in the industrial area. We used the answers as inspiration and as a base for our proposals in this programme. The focus for the project has been on the public outdoor environment. Because of this, along with the extent of the project, not all of the request have been possible to incorporate into the three loops that we are presenting in this programme.

3 loops - 3 themes

The project *Moving forward* consists of three loops of various lengths and themes. The shortest loop is about 1,5 kilometers long and has the theme of history and culture. Here pedestrians and cyclists will pass through some of Hjo's historic districts and can enjoy architecture from different eras. The medium loop which connects the southern and northern parts of Hjo is just over 7 kilometers and has the theme sports and recreation. This loops connects both running tracks, outdoor gym and sport fields but it also links to schools in order to make it easy and safe for children to move around on their own. The longest loop has the theme nature and outdoor activities and aims to make it easier to move between urban and rural areas. The shortest route within this loop is 15 kilometers and the longest about 35 kilometers.

The connections between the loops

The loops create good opportunities to move around in Hjo city and municipality, but to strengthen them and the city as a whole, they are also directly linked to each other. This leads to a strengthened and improved network of transport routes in Hjo city and municipality in general.

Principles for furnishing and lighting

When going through the responses received in the survey, it was clear that a large number of the respondents felt a lack of lighting being a problem in Hjo, both generally and for specific locations. Mainly it was women who stated that it was a problem and that it prevented them from visiting many places after dark. Even when we visited Hjo to do our inventory, it was something we noticed at some places and along certain paths, such as the city park, the waterfront path next to Jönköpingsvägen and along some smaller streets in the center and around Hjoån.

“Overall, the biggest achilles heel is the dark I think. Mainly in the winter when there is kind of nobody outside. You are limited in how to walk / run / bike because you either do not see enough or it will be unpleasant.” - Woman, 37 years

Inadequate lighting led us to the realization that public lighting, and further also public furniture, today consists of a vast mix in Hjo. Specific lighting and furnishing can be used to give an identity to a place, for example the new ground lighting that goes diagonally across the square. However, furnishing and lighting should interact with each other and its surrounding environment in general. By showing principles for how lighting and furnishing can add value to public spaces, something that enhances and improves the loops and places rather than just being something necessary, we propose that the municipality should work with a lighting and furnishing programme. In our project, we have chosen to highlight this question by proposing that each loop gets a certain design for lighting, furnishing and signposting. A uniform lighting and furnishing creates identity and recognition. The themes for the loops or specific colors could for example be guiding in the design.

Regarding the lighting in Hjo, focus has to be on lighting up the pedestrian and cyclist paths, rather than car roads. If a pedestrian and bicycle path only exist on one side of the road, lighting should be prioritized on that same side. This increases the perception as well as the actual safety because people feel safer to move where there is good lighting and car drivers can more easily see the pedestrians and cyclists. Lighting in a human scale, integrated spotlights, different sources of light and in different levels creates great opportunities to make places and streets attractive and encourage movement.

Good lighting in the public environment is a question about both availability and equality. Without lighting, public spaces become inaccessible to many people during specific parts of the day and year, and their ability to move freely and be active becomes limited. Lighting is also an important question in the choice between taking the car or walking and cycling. If the lighting is poor the threshold to walk and cycle gets higher. Furnishing is also becomes a question of equality when there has to be places for resting if the routes are supposed to be for everyone, regardless of physical abilities. Creating places to sit, meet, socialize, contemplate or just rest improves everyone's opportunity to experience city and nature. If better opportunities for walking and cycling is created in Hjo, more public furniture in the loops will be needed. Examples of how these principles can be used is presented in connection to each of the loops.

“Many bike paths and walkways are poorly lit” - Woman 33 years

The loops and their content

In this project, *Moving forward*, three different loops with different themes and lengths will be presented. Each loop consists of infrastructural changes, but also activities and attractions. In addition to existing activities, places will get added functions along the loops. These new places are designed to complement what already exists and respond to the wishes received in the survey. You can read more in detail about each loop below.



fig. 17 collage over the small loop

The small loop

— Culture and History

The smallest loop that passes through Hjo town's most central parts have the theme Culture and history. Here the pedestrians and cyclists get to take part of Hjo town's richly preserved cultural heritage with beautiful wooden houses but also former industrial buildings in brick, like the old ones along Wagnergatan. This loop helps both residents and tourists in Hjo to discover and experience the town's rich history.

Infrastructural changes

In the small loop the infrastructural changes are very small in the physical meaning of the word. Here there is no broadening or additions in the street structures but mainly a redistribution of space where pedestrians and cyclists are prioritized. Some changes are proposed for the upgrading of lighting and changed surfacing and some parts will be completely closed to car traffic with exception for residents, emergency services, taxis or deliveries. This can be read about on the following page.

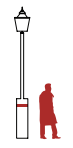


fig. 18 Map over the small loop

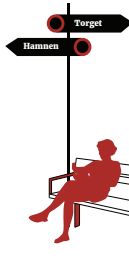
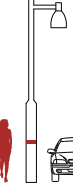
fig. 19 Illustration over light concepts

Lighting and furnishing for the small loop:

Choose only a few of the city core's existing lighting armatures and use only these. Vi propose that the older armatures prevalent in the oldest blocks behind the church along with the simple, bell shaped lighting armature that is found along Floragatan among others.



Complement the standard lighting armatures with site specific lighting at chosen places for example to light up certain elements or buildings in the public environment.



Let the history of the town be reflected in public furniture with classical characteristics Use signage to uplift specific places and sites of interest, their values and history.

Car-free city core

To create a pleasurable and attractive city core with room for pedestrians and cyclists we propose to restrict the car traffic from Hamngatan/ Magasinsgatan, north of the city core, to Långgatan/ Sjögatan in the south. Along this section vehicles with deliveries and residents will still have access, but the through traffic that is there today will be taken away. The plan above shows how all existing services in the area will continue to be accessible despite the traffic being redirected.

With a car-free city street the speed of movement is adjusted to the scale and the sights so that the historical buildings in Hjo town, along with pleasant shops and cafés, can be experienced in a better way. This is a principle promoted and used by Jan Gehl in many of his projects and focuses on increasing public life and social interaction in streets.



fig. 20 Map over redirection of traffic

Hamngatan

One of the streets that is proposed to undergo the largest transformation when it comes to usage is Hamngatan. Because of the car-free city core created the street is transformed into a broad pedestrian and cycling street, with exception for residents and deliveries. The car traffic allowed along this street will have to drive at pedestrian pace in a shared space environment. However the design of the streetscape will not be changed very much as the existing sidewalks are proposed to remain in order to preserve the historical feel of the street and clarify the area allowed for residents and deliveries.

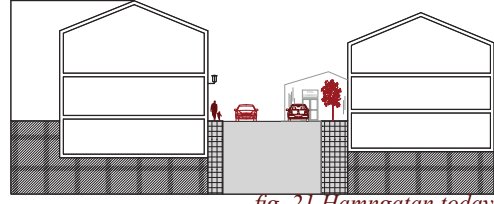


fig. 21 Hamngatan today

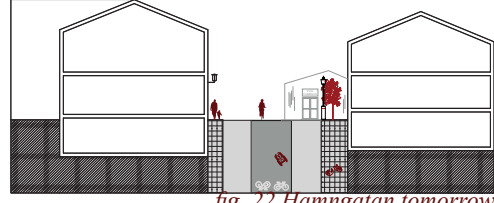


fig. 22 Hamngatan tomorrow

Hammarsvägen

Hammarvägen is affected by the small loop from Ådalsvägen to Wagnergatan. The existing street today is wide enough to fit both two-way car traffic as well as a two-way bicycle path. On the bridge over the creek however it is too narrow. Because of this we propose that the bicycle path gets a continuous way over while the car lanes are narrowed down to one and that oncoming traffic has to give way.

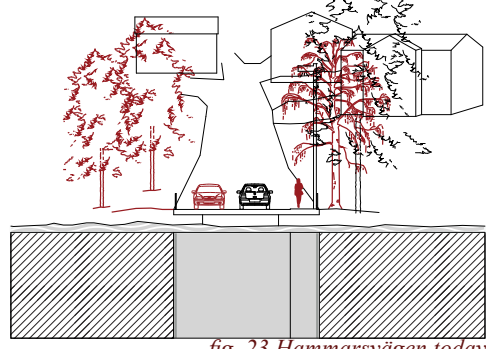


fig. 23 Hammarvägen today

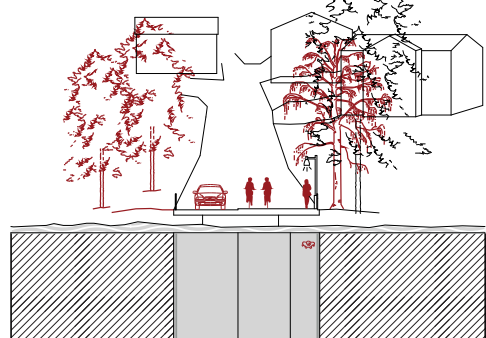


fig. 24 Hammarvägen tomorrow

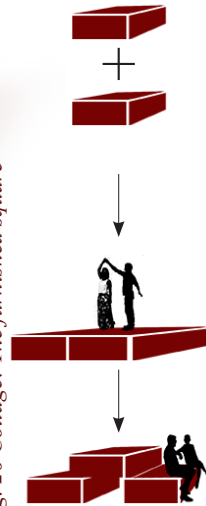


- | | |
|--|--------------------------------|
| 1. The furnished square (transformation) | 7. The harbour |
| 2. The church | 8. The culture quarters |
| 3. Food market (new, other project group) | 9. Hotel Bellevue |
| 4. The walkway on Vättern (new) | 10. Floragatan |
| 5. A car-free Hamngatan (transformation) | 11. Wagnergatan |
| 6. The harbour square (new) | |

fig. 25 Map with orthofoto over activities in the small loop



fig. 26 Collage: The furnished square



1. The furnished square (transformation)

Hjo's town square is an underused place today. The car traffic and parking makes it difficult to take advantage of the square's full potential. Despite a recent refurbishment of the square it is clear that the main use of the square is for cars and traffic rather than for people. This was also something that was clear while reading the comments from our conducted survey.

"The square is dangerous for pedestrians! There has to be a change!"

"The square is a mess!"

"The square with all the traffic there is not a pleasant place to be. It would be much better with a car free square, more outdoor seatings and extended market possibilities. In contrast to what the politicians say, I think the business opportunities would be strengthened if the environment around the square was better adapted for pedestrians."

"Transform Hamngatan into a pedestrian street!"

As shown in the quotes from the survey, the traffic situation is a big issue in connection to the square. When the square is used for through traffic, as it is today, it is not surprising that the shared space areas become dominated by cars and loses its intentional function and square feel. This is why we propose a car-free city core as well as for fulfilling the local development objectives decided upon in the beginning of the studio course.

In connection to making the city core car-free it is essential to strengthen the activities on offer and to create possibilities to make better use of the existing space. A flexible furnishing system could be one solution to this. The idea behind the modular furnishing system is that one could compose the modules in different ways to use them for different

purposes. If placed next to each other they could become a dance floor. If placed stacked on top of each other they could create public seating space. Because of the modular systems flexibility they can target and be of use for a broader group of people. Below the main inspiration for this idea is presented, the *Grades Casa Cultura*.



fig. 27 Grades Casa Cultura

Actors involved in the realization of this modular furnishing system is mainly the municipality of Hjo as they are the owners of the land.

2. Hjo church

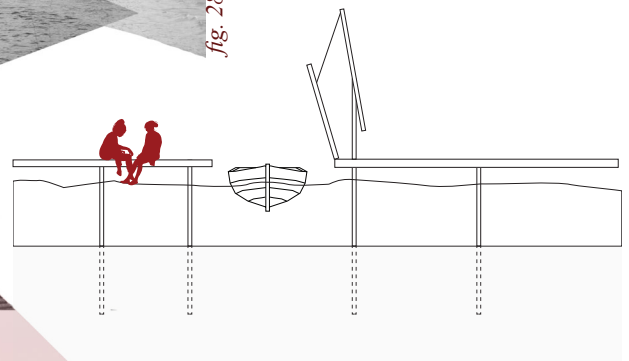
Along one side of the city square Hjo church is located. The church which was first built in the middle ages, was burned down in the 18th century. The existing church building was designed after its predecessor and was inaugurated 1799.

3. Food market (new, other project group)

With an entrance from the city square through a courtyard, in restaurant Grönköping's former facilities, a new food market is proposed. The market building is suggested to also include office space and restaurant. For further information see the project Co-Food Hjo.



fig. 28 Collage: Walkway on Vättern



4. The walkway on Vättern (new!)

The most attractive plots along the shore of lake Vättern in central parts of Hjo are privately owned and therefore not accessible for the public. This is an aspect that the new connection on the lake would change, while the old buildings would still remain untouched. The walkway on Vättern is a boardwalk that runs from the harbour, connects to land by Sjögatan and continues on to the waterfront path along Jönköpingsvägen, south of the city core. Not only does the new boardwalk create a new connection, but it also makes it possible for everyone to see the town from a different perspective, from the water. The walkway on Vättern is an addition with the aim of making lake Vättern accessible to the inhabitants of Hjo who are not fortunate enough to own a private lakeside plot, as well as something positive for visiting tourists. By building the new boardwalk along the waterfront the lake becomes accessible to more people, a wish that was expressed by several people in the survey.

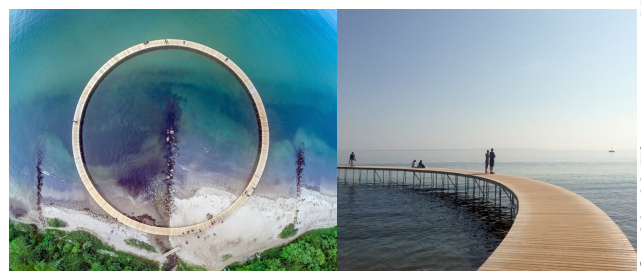
"The lake in the centre of town is way too closed off with high fences, gates and private lakeside plots."
 "The waterfront path does not feel connected with any other appropriate path towards the harbour and onwards."

The walkway on Vättern can be constructed in many different ways and inspiration for it has for example been from Christo and Jeanne-Claudes art installation *Floating Piers* on lake Iseo in Italy and Gjøde and Povlgaards *Undelige bro* in Aarhus from 2015. In Iseo they have worked completely with a floating structure, while the project from Aarhus is poled in the ground. Due to the waves on lake Vättern and the will to make it a permanent structure it is more probable that the walkway bear

resemblance to Gjøde and Povlgaards project in its structure.



fig. 29 -32 Floating piers, Undelige Bro



Actors of importance for the realisation of the project mainly the municipality, but also engaged people wanting to work with and promote a strengthened connection to the waterfront in Hjo. For the project to become reality it is also important to try to convince the owners of the waterfront plots of the benefits they could get from the project.

5. A car-free Hamngatan (transformation)

See earlier section about Hamngatan beneath the heading Infrastructural changes.

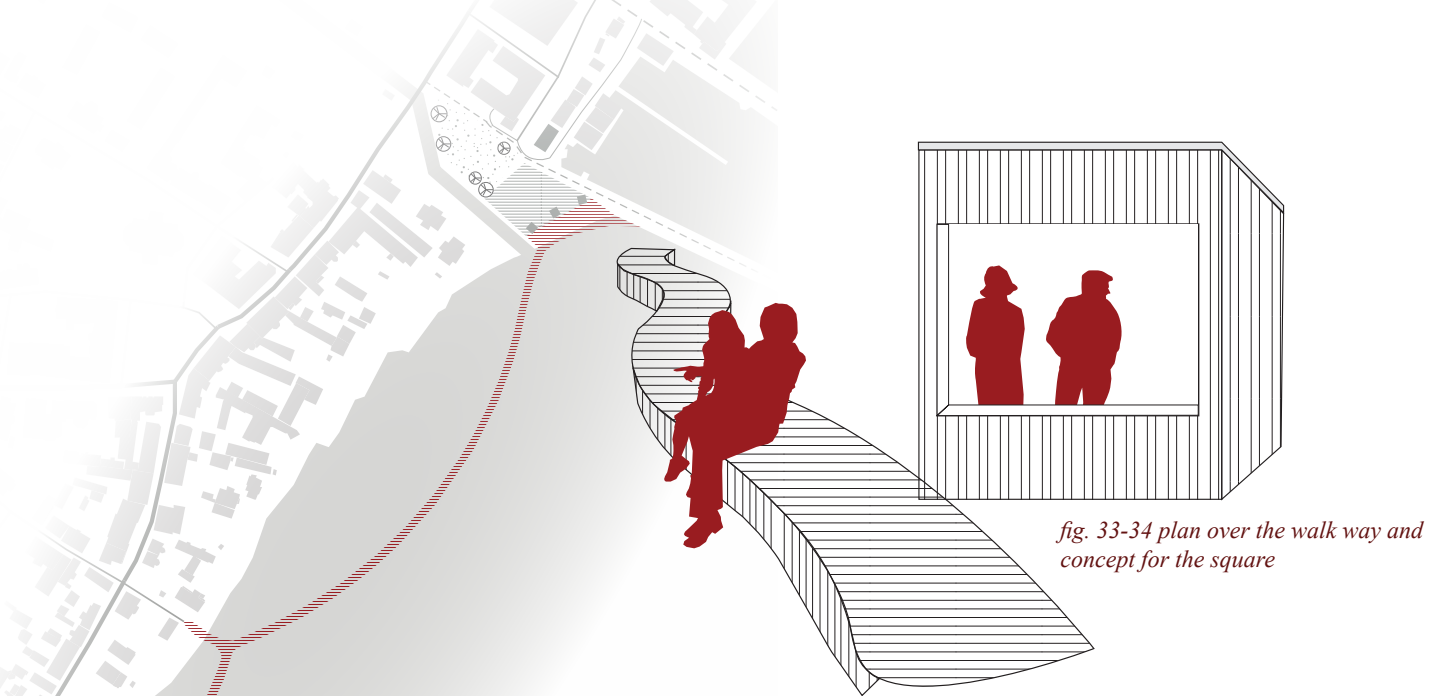


fig. 33-34 plan over the walk way and concept for the square

6. The harbour square (new!)

The area in the harbour that is now a large car park would, in connection to the realization of The walkway on Vättern, be transformed into a flexible square, The harbour square. By the square there would be good seating options and small urban shelters for those wanting to look out over the lake while protected from wind and rain. The harbour square could also accommodate events like markets, festivals and such.

7. The harbour

Hjo harbour has recently been reconstructed and big investments have been made to improve the accessibility for both inhabitants and visitors. In the harbour one can find a marina, offices, dwellings, retail and restaurants. Especially during summer there are a lot of activities in the harbour.

8. Kulturkvarteret

Kulturkvarteret is currently under reconstruction but will later house a cinema, library, and facilities for meetings and exhibitions.

9. Hotel Bellevue

A hotel situated by the southern entrance to the city park. The hotel was designed by architect Hans-Erland Heineman and was completed in 1971. The building stands out from the surrounding architecture in Hjo town, especially the other buildings in the city park, as it is built in a strictly modernistic style.

10. Floragatan

In a town plan from 1877 the extension of the town, north of the creek, was decided upon. The plan entailed a clear grid structure. Floragatan was one of the streets that this plan consisted of and the first street north of the medieval town. Along Floragatan, which runs all the way from the harbour and entrance to the city park to Ringvägen in the west, one could find fine examples of well preserved houses in jugend style with neatly placed trees aligning the street.

11. Wagnergatan

Wagnergatan is part of the historical city core from the Middle Ages and still has the scale that it was first built in, even if newer additions have been made. Wagnergatan and its most proximate surrounding streets have many well preserved and respectfully reconditioned buildings from when Hjo town was built as well as pleasant paved stone streets.



fig. 35 Collage: the medium Loop

The medium loop

— Recreation and activity

The medium loop runs from southern parts of Hjo town to the northern parts and has the theme of recreation since it strengthens the connection between the Sanna area, Guldkroksvallen, Guldkroksbadet, the natural reserve, outdoor gym and the walkway along Vättern. This loop also connects to the schools in Hjo and contributes to more secure and safe routes to and from school and leisure activities like training. The total length of the loop is approximately 7,5 km, which makes it perfect for the one who wants to go for a run. Why not combine it with training at Guldkroksvallen, som exercising at the outdoor gym or intervals in Sanna?

Infrastructural changes

The overall aim with the medium loop is to make it easy to move around between activities in the north and south of Hjo in a safe way, no matter age or mode of transportation. The changes mainly consists of reorganization of existing streets so that pedestrians and cyclists get more space but there will also be additions of new bike lanes along Karlsborgsgatan where there is a gap today. Along Ringvägen crossings that today are blocked will be opened-up to give the street a more urban character.



fig. 36 Map over the medium Loop

fig. 37 illustration over light concepts

Lighting and furnishing for the medium loop

Enlarge and improve lighting so that all parts of the loop is well-lit up

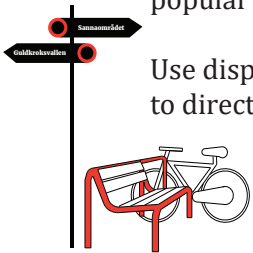
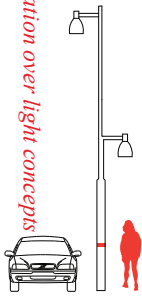
Use lights to show where pedestrians and cyclists have priority, for example by using well lit and raised crossings by schools and activities.

Today there is a modern type of lighting and furniture used in the harbour, this style should also be used along other new additions like the walk- and bike lane along the lake to tie new additions in Hjo together.

Integrate more functions in the street furniture, for example bike parking attached to benches.

Place street furniture strategically, for example benches and bicycle parkings at bus stops and trash cans continually along popular routes.

Use displaying at strategically chosen places to direct people to activities.



Jönköpingsvägen

By the side of Jönköpingsvägen is a walkway along Vättern today, where many residents in Hjo like to walk. Here a broadening of the existing path is suggested, so that both cyclists and pedestrians have space to move around. We also suggest adding lighting, so that the path also can be used when it is dark.

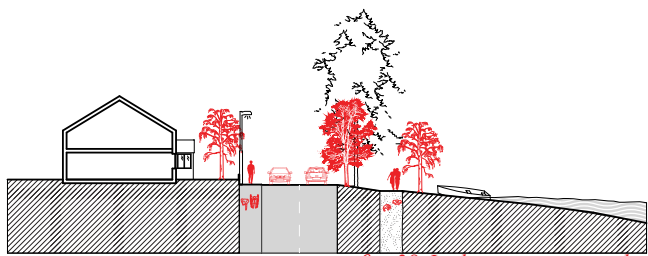


fig. 38 Jönköpingsvägen today

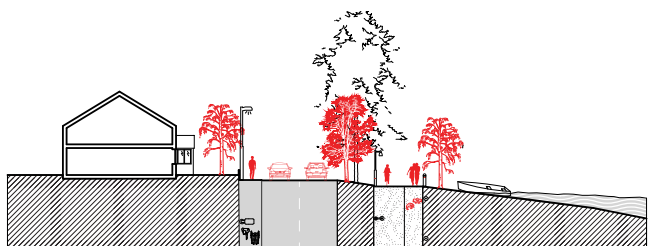


fig. 39 Jönköpingsvägen Tomorrow

Ringvägen

There is an existing bike path along Ringvägen today, but the streetscape is still dominated by cars with a high speed and the lighting for cyclists are limited. Since this street is connected to a number of activities in Hjo like Guldkroksskolan and Guldkroksvallen it is of importance that it is safe to move around here, also for children. To create a street with a more urban character crossings that today are blocked are opened up, which makes it difficult to drive as fast as one can do there today. In addition to this new lighting along the bike path and benches evenly added along the way. Crossings over Ringvägen are raised up and clearly marked to make it safe to cross the street, no matter your age.

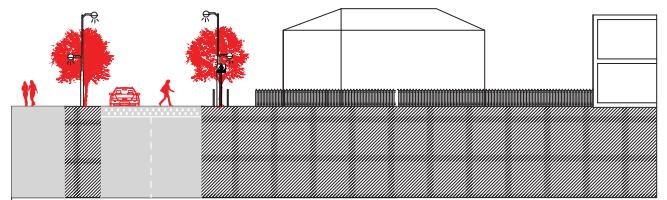


fig. 40 Ringvägen today

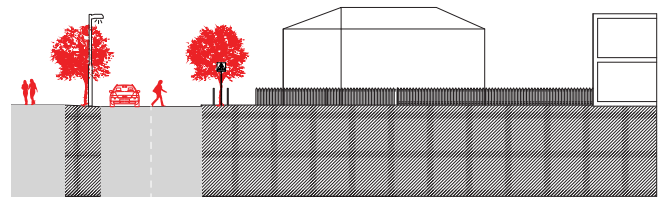


fig. 41 Ringvägen tomorrow



fig. 42 Redirection of traffic - Ringvägen

Bangatan

Bangatan is one of Hjo's most central streets. Today this street contains two large car lanes but limited space for pedestrians and cyclists. In addition to being an important route in the town is the street passing a number of important places in Hjo, like the bus station, Rönnen and Hjo Grillen. The new Bangatan feels more like a city street rather than a traffic route. A large bike and pedestrian area on the east side of the road is suggested and in between this new structure and the road a furnished zone with trees, lighting adjusted to cyclists and pedestrians, furnishing and parking for bikes.

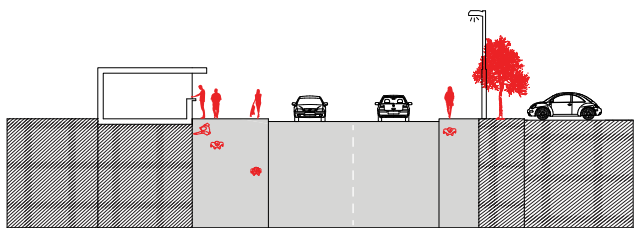


fig. 43 Bangatan Today

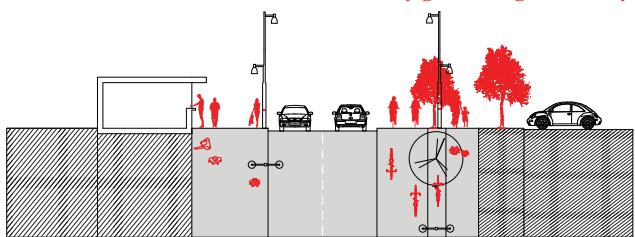


fig. 44 Bangatan Tomorrow

Sveavägen

Sveavägen is located in the north part of Hjo and will mainly be improved when it comes to lighting. The existing structure includes a good bike lane, but no lighting. To uplift the Sanna area close to Sveavägen new signs for direction and information are also proposed here.

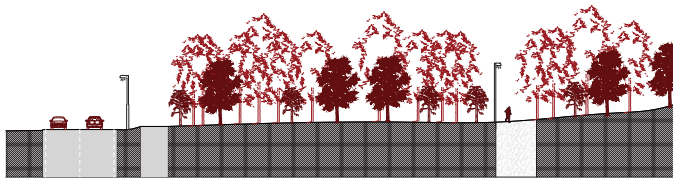


fig. 45 Sveavägen Today

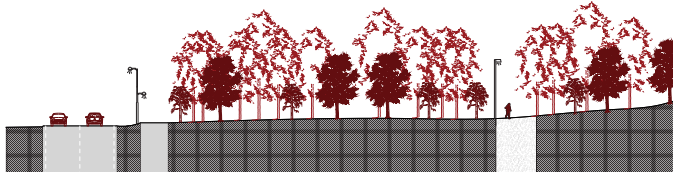
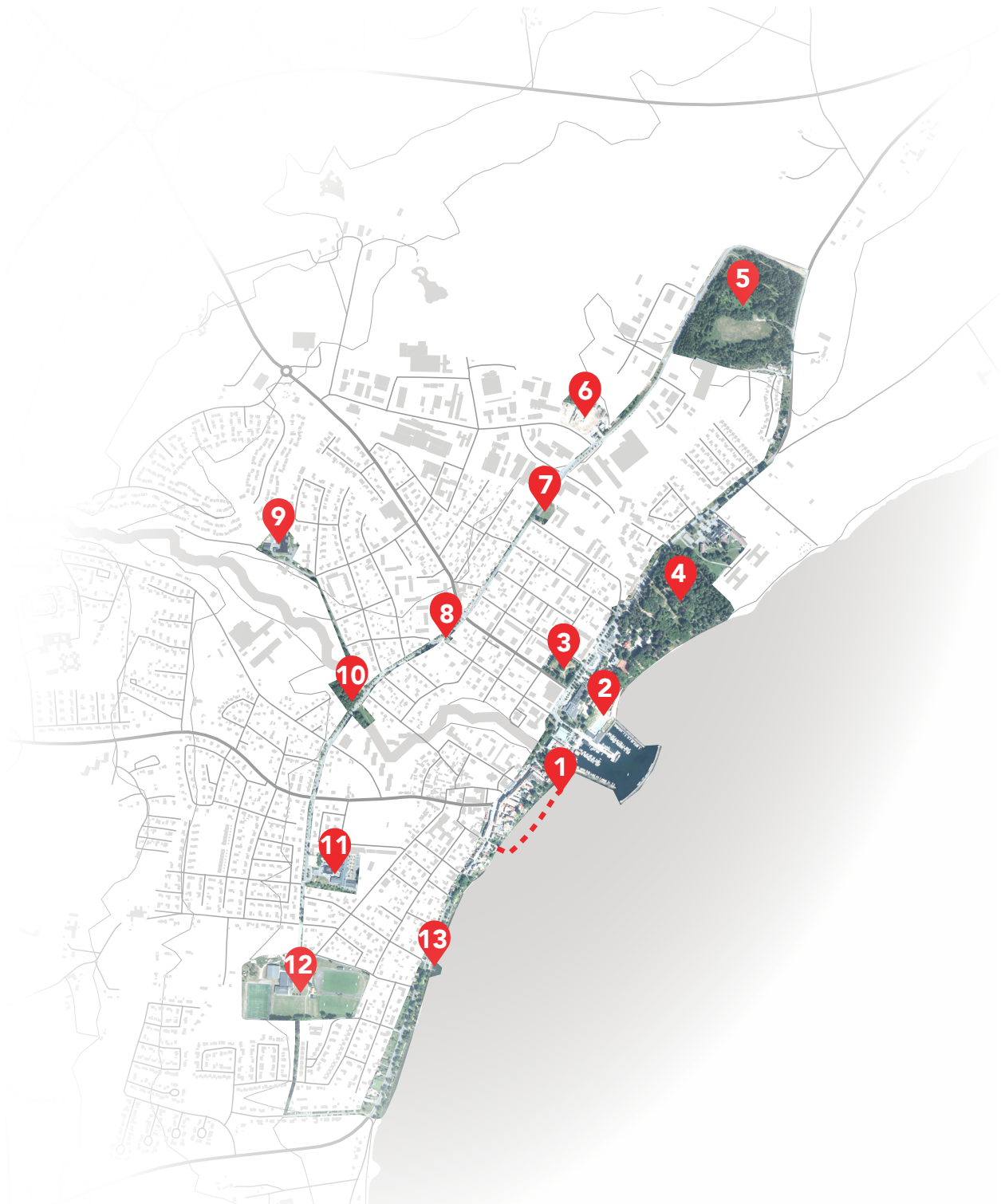


fig. 46 Sveavägen Tomorrow



- | | |
|---|--|
| 1. Central Hjo and the walkway on Vättern (new!) | 8. Bike stop Ringvägen/Floragatan (new!) |
| 2. Guldkroksbadet (new!) | 9. Hammarnskola |
| 3. Prärien (new, by another group) | 10. Natural reserve |
| 4. City park | 11. Guldkrokskolan |
| 5. Sanna area | 12. Guldkroksvallen & Guldkrokshallen |
| 6. Youth house (new!) | 13. Swim and sauna all year around (new!) |
| 7. Greenery on the boarder (new!) | |

fig. 47 Map over activities in the medium loop

1. Central Hjo and the walkway on Vättern

Central Hjo is for many a point of interest in itself. Here you find service and retail as well as the well preserved cultural heritage of the wooden town. You can also find the new attraction Walkway on Vättern here, which is described in the small loop in the previous part.

3. Prärien (New, by another group)

Prärien, the park beside ICA in central Hjo, is a debated area. Few residents in Hjo like the park as it is, but the opposition against building something new here is also large. We have in the project *Moving forward* taken help from another project group and used their suggestion for Prärien, which is urban farming. For further information see the project *Growing Hjo. Together for Food*.

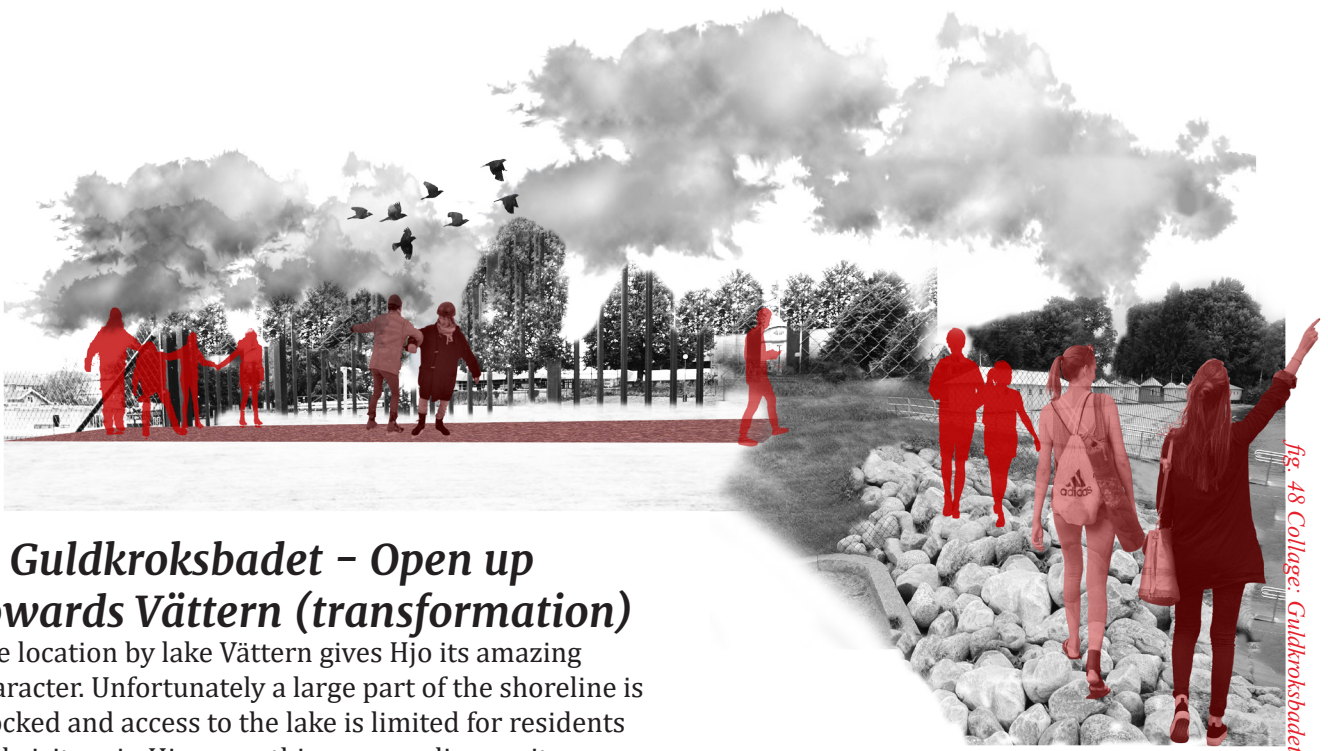


fig. 48 Collage: Guldkroksbadet

2. Guldkroksbadet – Open up towards Vättern (transformation)

The location by lake Vättern gives Hjo its amazing character. Unfortunately a large part of the shoreline is blocked and access to the lake is limited for residents and visitors in Hjo, something one realizes quite quickly when walking around in the harbour and around Guldkroksbadet. To get rid of the fence around the pool and create activities here for the whole year is one tactic to make the place more open and prevent the need to close it off during the winter season.

Since the period of usage for the outdoor swimming pool is limited to the summer season, we suggest a new activity here for the remaining months of the year. The new activity is in form of an ice rink, which structure easily can be built and used during the months when the swimming pool is empty. If artificial ice is used, the ice rink can theoretically be in use from the day the pool is emptied of water. This would make the whole area active during the whole year and make the shoreline accessible for both residents and visitors.

Important actors for the change is the owner and operator of Guldkroksbadet, but since the ice rink could be used by schools and associations other actors can also be of importance.

4. City park

The city park, which was founded in the 1870's include a number of activities today, for example tennis courts, miniature golf, outdoor gym and a restaurant. The park also has beautiful nature with many paths for pedestrians.

5. Sanna

Sanna is a 1,2 km long lit track, situated in a forested area in the north of Hjo in connection to the industrial area.

fig. 49 Collage: The youth house



6. The youth house (new!)

The industrial area was pointed out as a disliked place in the survey but it does not need to be either dark or dull here! In connection to the medium loop is a new place for the youngsters in Hjo to meet and create. Here a new youth house is proposed to be built, but we also suggest activities such as legal walls for graffiti, climbing walls and urban farming in pallet collars. The area will be a complementing activity for young people in Hjo and can also function as a

meeting place for different groups. This makes it more fun and interesting to be young in Hjo!

One source of inspiration for the project is Röda Sten in Gothenburg, where legal graffiti walls are both well established and appreciated. To realize the youth house investments in both work and money from the municipality is needed, but the project can also be realized in collaboration with associations and organizations.



fig. 50 Collage: Greenery on the boarder

7. Greenery on the boarder (new!)

In direct connection to the industrial area and the neighbouring housing area is an empty field of grass today, where Sveavägen meets Änggatan. Here a new park is suggested, to create a smoother transition between the areas - but also to provide some of the largest working areas in Hjo with some greenery. Why not eat your lunch in the new park or pass it through when you are out to take the dog for a walk?

Because of the location of the park it can also be designed in a way that makes it able to collect stormwater from the industrial area where the ground surface is not permeable, for example in form of an open water solution that in wet periods is filled with water and during dry periods is drained. This can give

the park an extra quality at the same time as it relieves other storm water systems and streams in the area.

In combination with furnishing and areas for play, the greenery on the border can get a new identity and the general negative view of the industrial area can be reversed. The exact content of the park, its functions and design should be carried through in dialogue with the residents and their wishes. The investor for the project would probably mainly be the municipality, but it can also be a collaboration with workplaces in the area. The parks close location to the suggested new youth house should also be taken into considerations, so that their different functions support each other.



8. Bike stop Ringvägen/ Floragatan (new!)

The bike stop beside the crossing Ringvägen/Floragatan imply a new reason to stop along Ringvägen, which mostly is lined with private gardens. On the currently empty spot of grass and asphalt a new bike workshop is suggested. Here residents and tourists in Hjo can repair their bikes, fill up the tyres with air and their water bottles with water. The workshop can also rent out bikes, especially during summer when a lot of tourists come to visit Hjo. The project can be realized with help from the municipality, residents and potential organisations of interest in Hjo. For future use and management of the workshop some kind of group of interest will have to be formed at some stage.

9. Hammarnskola

Hammarnskolan, with children in preschool and up to 6th grade, is not on the middle loop but has an existing connection to it in form of a pedestrian and bike lane.

10. Naturreservatet

The natural reserve is located along the creek Hjoån and has a direct connection to the middle loop.

11. Guldkroksskolan

Guldkroksskolan, with children in preschool up to 9th grade, is located with a direct connection to the middle loop.

12. Guldkroksvallen & Guldkrokshallen

In the southern part of Hjo Guldkroksvallen and its football field is located. You can also find Guldkrokshallen here with three sport halls and the new action- and skate park which will be finished in 2016.

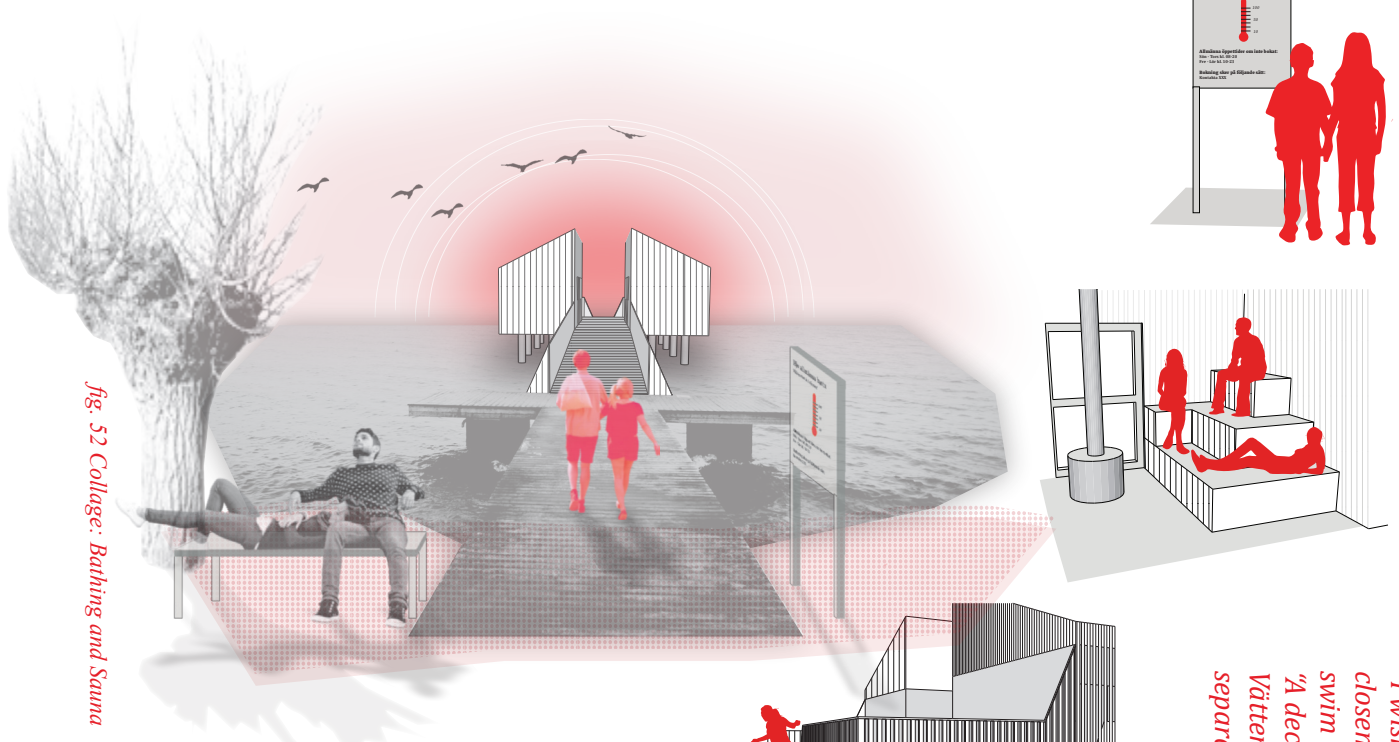


fig. 52 Collage: Bathing and Sauna

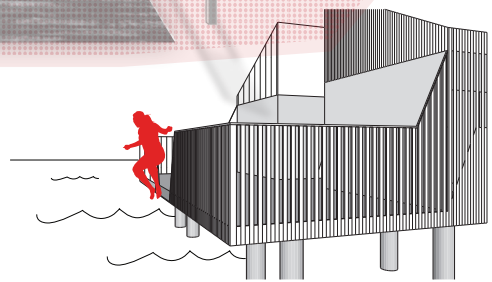
13. Bathing and sauna all year around (new!)

Many of the survey's participants asked for an all-year-round outdoor bathing facility, preferably in combination with a sauna and buoys for indication of distance. This is a wish that we brought with us to the medium loop and proposed by an existing pier along Jönköpingsvägen in the southern part of Hjo. An addition here strengthens the medium loop in southern Hjo and can also be an incentive to develop the promenade along the shoreline with first and foremost lighting, but also a bike lane and furniture.

"It would be nice with lights along the lake promenade for dark nights"
"Hjo is a good town during the summer, but we are forgotten about in the winter"

Since the interest in all-year-round bathing is present in the municipality through associations and on a private basis, the project could be carried through either privately or by the municipality. But we highly recommend this type of function to be public and open for everyone, to become an established destination and attraction.

The sauna is proposed to be simple in its form and instead focus on the activity and the spirit of community. The proposed sauna is inspired by the open-air bath in Karlshamn, designed by White architects and built in 2015, as well as the old and beautiful wooden houses in Hjo, both when it comes to facades and the span roof. The building is placed as an extension of the existing pier and the possibility to pass through is kept to retain the possibility to always be able to go for a swim.



The sauna building in itself is closed towards land and opens up towards Vättern. The windows that can be seen from land are partially covered by a sparse wooden panel to prevent people from seeing in, while the windows facing the lake are fully transparent. Although these windows can be covered by a foldable panel when the sauna is not in use. Inspiration for the folding parts have been taken from Moonlight Cabin by Jackson Clements Burrows Architects, where the facade partly is constructed by foldable walls.

"I wish that Hjo would make better use of the closeness to the water and make it possible to go for a swim and sauna all year around"
"A decent wood heated sauna along the shoreline of Vättern, preferably in connection to the city park but separated from Guldkroksbadet."



fig. 53-56 open-air bath in Karlshamn & Moonlight Cabin



fig. 57 Collage: The large loop

The Large loop

— Nature and outdoor life

The loop for nature and outdoor life is the project's largest loop and consists of three parts. The first part links Hjo city with Mullsjön and Högaliden while the second part stretches all the way to Korsberga and Blikstorp. The third part connects the second part with an existing hiking route, Pilgrimsleden, creating the ability to move around in a loop rather than going back and forth. This loop is for inhabitants of Hjo who want to get out and experience the beautiful countryside, but it also meets the growing interest in ecotourism that is predicted.

Infrastructural changes

When it comes to the infrastructural changes in the large loop it is mostly about making space for pedestrians and in some cases also cyclists to make their ride along the loop safe. It is not about constructing much new, but more about using the existing structure in a different way. The dotted line which connects to Pilgrimsleden and Västra Vätterleden is schematic to show the potential of tying together Korsberga and Blikstorp with existing routes to create a larger loop. This largest possible route is mostly for people out hiking.

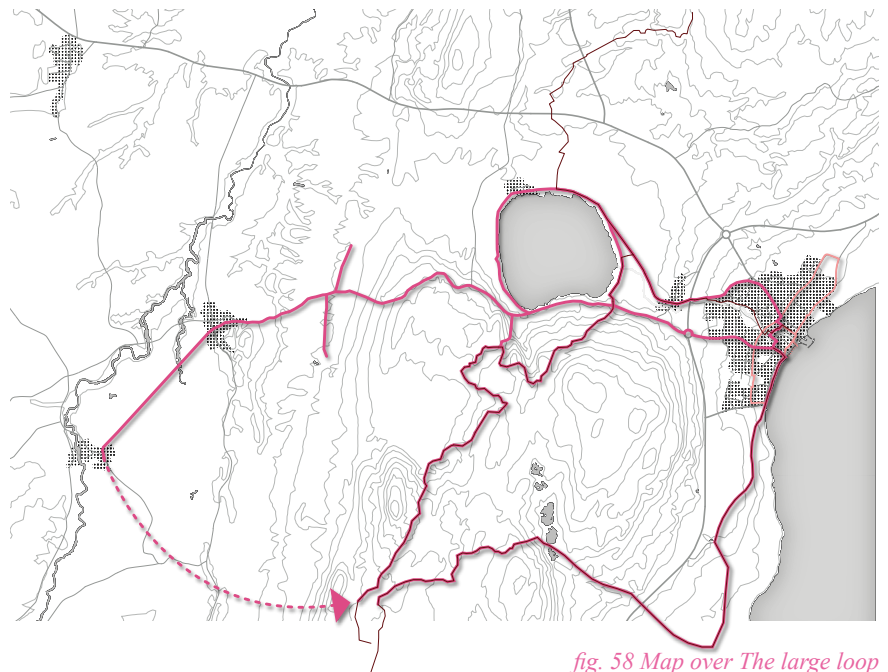


fig. 58 Map over The large loop

Lighting and furnishing for the large loop

Use lighting that extends the ability for people to enjoy nature in Hjo

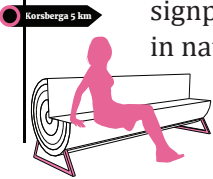
Increase the safety by adding lighting along streets where pedestrians and cyclists are in contact with car traffic, for example along Hjovägen where better lighting, especially by crossings, can be created.

When selecting and positioning new lighting, think of wildlife to not interfere with animals' natural habitat and behavior

Create furnishing in harmony with nature, for example, simply made and of materials from the site

Create resting places evenly spread to make more people willing and able to move along the loop

Use lighting that guides in combination with signposting to improve the sense of direction in nature



Hjovägen

Today there is a bike lane that goes from Hjo city to Högaliden recreation area. This lane is proposed to have lighting adapted to cyclists, otherwise this newly built lane has a high standard. From Högaliden all the way to Korsberga better opportunities for cycling is needed. The project proposes something called "Bymiljöväg". This means narrowing of the existing street by painting strokes to create areas for cyclist on each side of the street. When two cars meet, the car driver has to make way for the cyclist. Between Korsberga and Blikstorp, the loop goes along the old railway. The accessibility along this part must be reviewed.

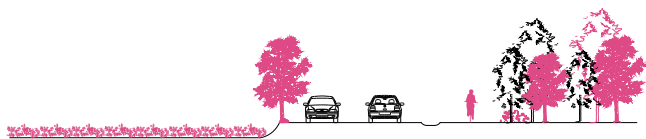


fig. 60 Hjovägen today



fig. 61 Hjovägen tomorrow

Around Mullsjön

The conditions of the paths/roads around Mullsjön differ a lot. Along the east side of the lake there is a road that is passable by car, while the west side only has a narrow overgrown path. Our proposal includes improved standard of roads and new lighting to make the area accessible even when it is dark.

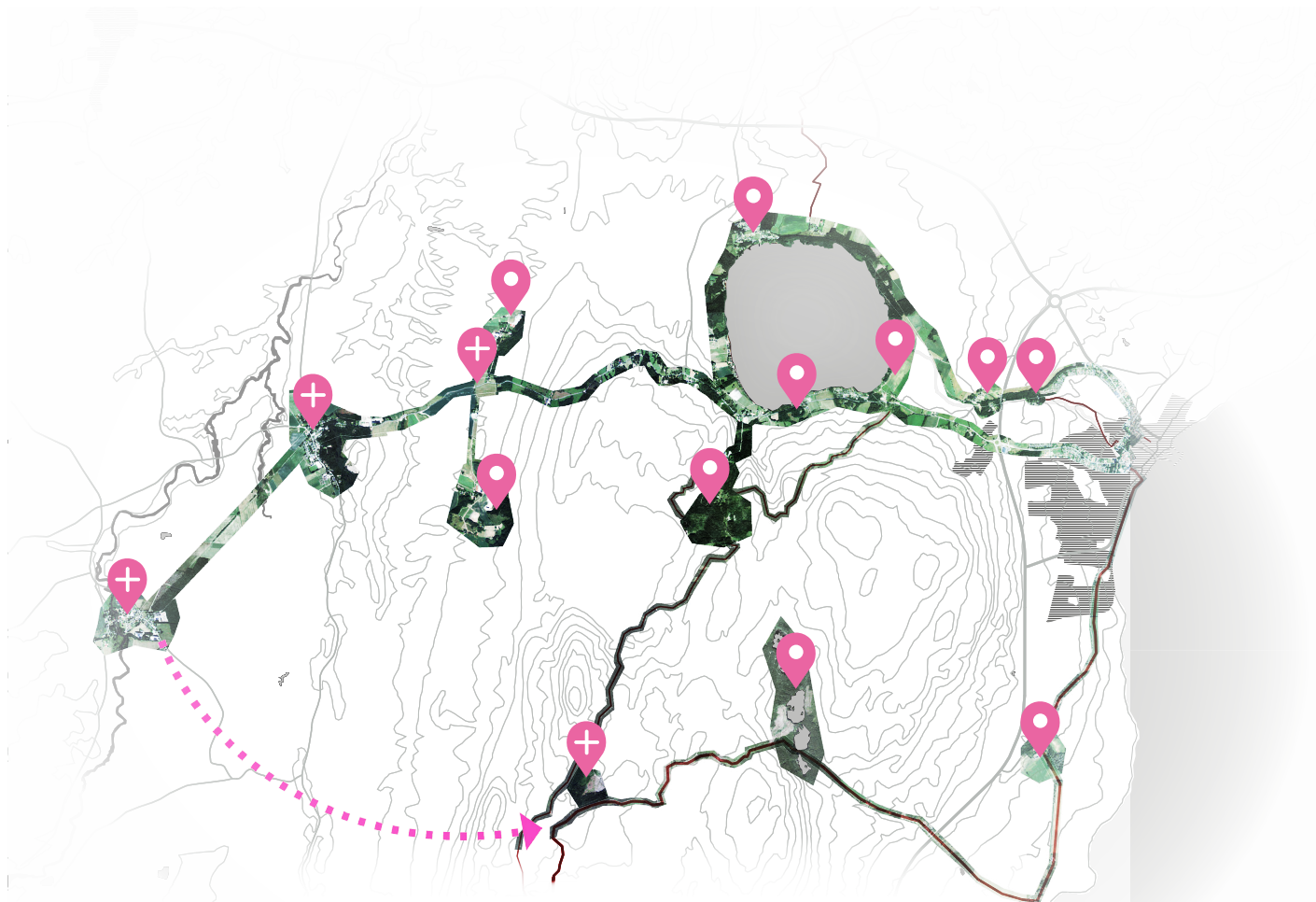


fig. 62-63 Mullsjön east today & tomorrow



fig. 64-66 Mullsjön west today & tomorrow

"I would like the new bike path along Mullsjön to be tied together so that it is possible to bike / walk / run from Hjo, around the lake and back to town."



- | | |
|------------------------------|---|
| 1. Grebbans kvarn | 8. Stationskoncept (new!) |
| 2. Stampens kvarn | 9. Munkebo lantbruk |
| 3. Stämmorna | 10. Stationskoncept i Korsberga (new!) |
| 4. Svebråta | 11. Stationskoncept i Blikstorp(new!) |
| 5. Varpetsbadplats | 12. Rastplats (new!) |
| 6. Högaliden | 13. Dammarna |
| 7. Korsberga lantbruk | 14. Norra Fågelås kyrka |

fig. 67 Map with activities in The large loop

1. Grebbans kvarn

Along Hjoån there are a number of mills from the 1600s that show signs from Hjo's agricultural history, one of them is Grebbans kvarn

2. Stampens kvarn

Another mill located in connection to Hjoån is Stampens kvarn which today is a restaurant and cafe. There is also parking for campers at the site.

3. Stämmorna

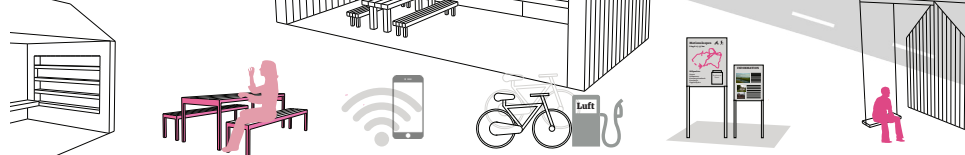
There are several bathing places around Mullsjön. Stämmorna, where Hjoån and the salmon trout safari starts, is one of the biggest. Here you can find a resting place, public toilet and information boards.

4. Svebråta

Svebråta is an area for summer houses north of Mullsjön. Here you can find a bathing place among other things.

5. Varpets badplats

Small beach at Mullsjön, on the road between Hjo and Korsberga. Here you can find a peie, shallow sandy bottom, barbecue place, swings and more.



8. Concept for stations (new!)

The concept for stations is about creating a new multi-functional meeting place which also has a function of a bus stop. The idea is a site for those who are waiting for the bus, the tourists who are out walking or cycling, bicycle commuters who need air in their tyres or the neighbours who want to organize a joint barbecue.

Suggested functions is furnishing with tables, something playful such a swings which also can be a seating for those waiting for the bus, information about the loops, wifi and possibilities to charge the mobile phone, parkings for bicycles and bike pump. Another proposed function is a shelves system for sharing things you do not longer need or want, for example books.

In addition to a meeting place for both residents and tourists and promoting walking, hiking and cycling, the proposal aims to make trips by public transports more attractive. By offering an interesting

6. Högaliden

Seven kilometers west of Hjo town you can find Högaliden recreational area. Here are running tracks of different lengths, opportunities to orienteer and mountain bike and if there is snow you can go skiing. One track is an illuminated ski track.

7. Korsberga lantbruk

Hjo has a strong farming culture which we think is important to highlight. Korsberga is a farm that produces both livestock and plants. By connecting the farm to the loop there are great opportunities to strengthen the loops, for example by a farm shop.



fig. 68 Collage: Station Concept

environment while waiting for the bus and good possibilities to park the bike, hopefully more people will take the bus.

When getting out in the countryside the distances between activities are longer. Because of this it is especially important to add new activities at strategical locations in the large loop. The project give examples of one location along Hjovägen, close to Korsberga and Munkebo, but also in Korsberga and Blikstorp. Since it is a concept, the idea is that functions can be adapted to the site and to what people want and also work in other parts of the municipality.

The municipality is the actor who will have to initiate and be in charge of the project, but a collaboration should take place with Västtrafik. A close contact with inhabitants is important already in the initial stage to examine what functions are desirable. To make functions like sharing of personal things possible it is important to have included inhabitants both in the process and when the project is completed.

9. Munkebo lantbruk

Hjo has a strong farming culture which we think important to highlight. Munkebo is one farm that produce things such as chicken and strawberries. By connecting the farm to the loop there are great opportunities to strengthen the loops, for example by a farm shop.

10. Concept for stations – Korsberga

In Korsberga lives just over 200 persons. The concept for stations is proposed in the district, see point 8.

11. Concept for stations – Blikstorp

In Korsberga lives just over 200 persons. The concept for stations is proposed in the district, see point 8.

14. Norra Fågelås church

Norra Fågelås church was built during the 1100s. The church offers a lot of interesting inventories well worth seeing if passing by.



fig. 69 Collage: Rest area

12. Resting area (new!)

In the third step of the large loop Blikstorp gets a connection to Pilgrimsleden. When doing this a new resting area with benches and shelters for hikers is proposed. Different actors can work with the realization of the new road/path and resting area, for example the municipality, Friluftsförbundet and other organizations.

13. The dams

Hjo's landscape should be easily accessible for more people and in the third step of the large loop the loops connects to the existing route Pilgrimsleden. This new route makes the dams south of Högaliden and the nature as a whole more accessible.

Implementation

— Realisation of the project in different phases

To discuss a plan proposal takes time and many actors have to be involved. The implementation for the project is developed in different subprojects. The time plan that will be presented below shows in which order we think the subprojects can be realized, more than showing the exactly year.

Because of economy and number of users, we believe that the realization of the project should start with the central parts of Hjo were big differences in the streets can be created with relatively small funds. Making Hamngatan and the square free from cars and open up currently closed crossing on Ringvägen to create a more urban street is a part of this. The first step is with other words to make infrastructural changes for the medium loop because it connects the town as a whole.

Since a big part of the central infrastructure is about creating a car free city core, it becomes very important to avoid deserted places. Therefore, we propose that one should work in parallel with the new furnishing on the square as well as starting with the all-year-round sauna and then the bike stop at Ringvägen/Floragatan.

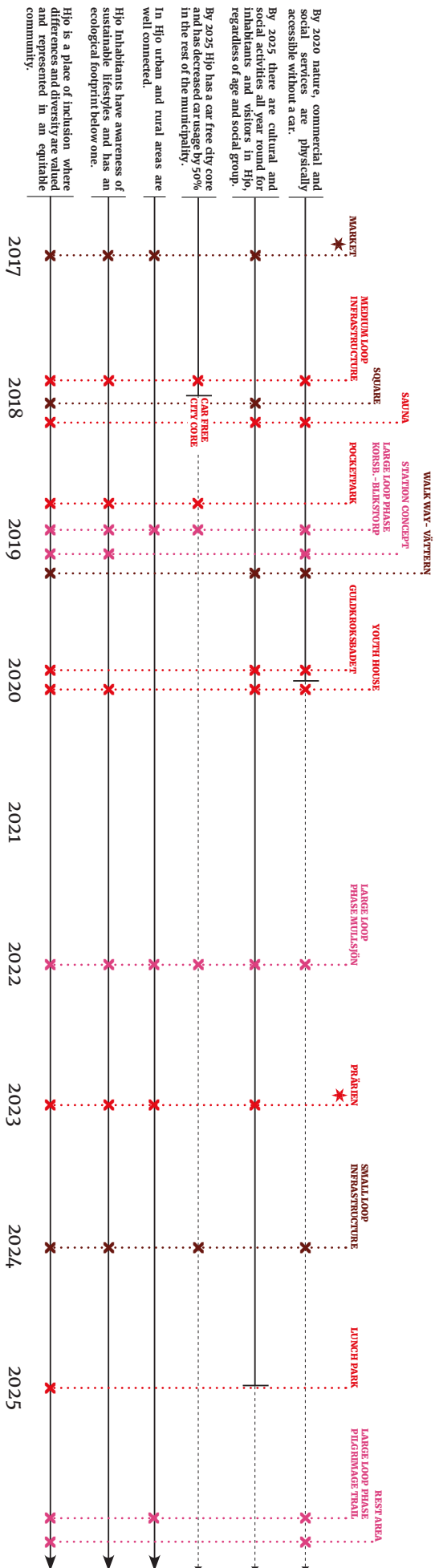
Next step is to strengthen the link between Korsberga and Blikstorp to improve the opportunities to move around more sustainably not only for inhabitants living in Hjo town. In connection to this the work with the new multifunctional meeting places/bus stops should start. Closely followed is the Walkway

on Vättern. Then comes two activities in the medium loop, Guldkroksbadet and the Youth house.

When the link to Blikstorp is completed it is time to focus on the loop around Mullsjön. After this we suggest the infrastructural changes for the small loop and the Greenery on the border which is located in the industrial area.

The part of the project farthest in the future is about connecting Blikstorp to Pilgrimsleden to create and close the longest loop.

Moving forward has a connection to two other projects which have been developed in this course, the Food market and urban farming on Prärien. These projects are also presented in the time plan.



By 2020 nature, commercial and social services are physically accessible without a car.

By 2025 there are cultural and social activities all year round for inhabitants and visitors in Hjo, regardless of age and social group.

By 2025 Hjo has a car free city core and has decreased car usage by 50% in the rest of the municipality.

In Hjo urban and rural areas are well connected.

Hjo inhabitants have awareness of sustainable lifestyles and has an ecological footprint below one.

Hjo is a place of inclusion where differences and diversity are valued and represented in an equitable community.

fig. 70 Timeline of realisation

How can the municipality keep working with our project?

1. Public consultation

1. The project *Moving forward* presents an array of idea proposal for how the number of pedestrians and cyclists can increase in Hjo. Relating to the Swedish planning system the project could be describes as a planning programme, the step between a comprehensive plan and a detail plan. When working with this project the only contact with inhabitants was through a survey. Therefore, the first step for the planning department in Hjo municipality should be to consult the proposals with the inhabitants of Hjo. As previously mentioned the survey showed that a majority of the inhabitants feel that the conditions for walking and cycling are good already today. A shift towards more sustainable modes of transportation is probably more about changing behaviours. To succeed with this, a commitment from the inhabitants is incredibly important. In the best of cases, a group of inhabitants who are interested in Mowing forward could be formed in an initial phase. The municipality could work together with this group as the project proceed.

As an introduction to the consultation process, we will encourage people to leave comments during the course exhibition on site in January 2017. This will be a good opportunity to find out how big the interest is for the project and what the strengths and weaknesses are. As the project includes many different kinds of ideas, it would be interesting to hear from the inhabitants what they think is most important to focus on in the initial stage.

To take the project further a political support is needed. To get this, it will probably not be enough if people working at the municipality promote the project. Here, the involvement of citizens plays a very important role.

2. Contacting actors and temporary installations

As mentioned earlier, the project needs to be implemented during several years. Each subproject has to have its own unique process, need collaboration between different actors and dialogues and public consultation. In the project description, potential actors of interest is presented. In an early phase of the project it will be important to make contact with known actors and for example have workshop to find other potential stakeholders. Because *Moving forward* is a project that will take a long time to implement it will be important to show that something is

happening continuously. For new places and activities, such as the flexible furnishing system on the square and the bike stop, temporary installations in cooperation with the inhabitants or other groups of interest could be implemented.

3. Map showing the loops

3. After discussions with inhabitants and actors we propose a first step being to send out a map of the loops with belonging activities, in the form of a brochure for example. It is thus important to be clear about missing links in the loops as they are today and that this is something the municipality is going to work with. The map should be sent out to all household and be available at the tourist office. We think it is important to not wait too long with taking the project from discussion to actual action. The map is one way of doing this, temporary installations is another thing.



fig. 71-73 To keep moving forward

Discussion

Why is Moving forward an important project for Hjo?

Moving forward is a project which can help the inhabitants of and visitors in Hjo to embrace a more sustainable lifestyle and ease the transition toward actively making more sustainable choices. In the long run this could lead to a decreased ecological footprint and impact on climate. The loops make it easier to walk and cycle which can lead to more active lifestyles, more pleasant and social public spaces as well as promote inhabitants of Hjo to make better use of and appreciate local resources and activities.

The survey

In the conducted survey posted on Facebook it was revealed that the majority of people living in Hjo did not perceive the possibilities to walk or cycle as bad. Despite this our common perception within the project group and the studio course is that the car dominates the streets and public spaces and that it is used far too much in Hjo, especially for short trips within the town. This is something we believe is possible to change and improve through infrastructural changes so that walking and cycling becomes the easiest way to move around in Hjo.

Environmental goals

Global, national and local environmental goals are all possible to relate to our project *Moving forward*. By promoting walking and cycling and making activities more easily accessible by these modes of transport the negative impact on environment caused by inhabitants of Hjo could be decreased.

The fact that the interventions are more about redesign and redistribution of existing streetscapes rather than constructing new structures also makes the projects more sustainable from an economical and environmental point of view. The project shows how, in a feasible way, an existing structure through relatively small means could promote more sustainable lifestyles. Through the promotion of walking and cycling a decrease of the dominating role and use of the car in Hjo could be achieved which would wholly or partially target many environmental goals, for instance the lowering of noise from traffic in the built environment.

Moving forward in relation to the theoretical overview

In connection to Gehl and Carmona it is obvious that car dominated cities lack warmth and human interactions. In Hjo, especially in the most central parts, the initial scale of the place was not adapted to the car but to pedestrians, something that this project wants to bring back and enforce. By encouraging walking and cycling the speed that the city core is experienced through is lowered and the possibilities for inhabitants and visitors to take in the surroundings and each other are improved. This fosters a city that in the long-term perspective is prone to become more socially sustainable.

In order for people to want to walk and cycle safe walkways and cycle paths are required along with

places and attractions of interest along the way. In many ways Hjo already has many of these places, but we have also chosen to propose additional activities and places where these are perceived as missing.

Lifestyles, health and ecological footprints

Just like other swedes the inhabitants of Hjo in general have a lifestyle that has a negative impact on climate and in some cases also their own health. This project has the ambition to turn that trend around by proposing changes to make walking and cycling more attractive so that the inhabitants and visitors can move around in a sustainable way in Hjo. To walk and cycle does not only mean less emissions of greenhouse gases but also a positive effect on one's health. In the long-term perspective this could lead to a healthier population and cut down on public costs for healthcare. Larsson's report for Mistra Urban Futures also shows that a transition to a more sustainable lifestyle does not imply a negative effect on quality of life, which makes these changes even more motivated.

To flip the traffic hierarchy around could lead to a transition toward more sustainable transports and movements. This is a key factor to be able to decrease the ecological footprints of both individuals and the population as a whole. To move around on foot or by bike also promotes more accessible public space and social interactions necessary for a more socially sustainable and equal society. But transport and movement is just one part of the transition towards more sustainable lifestyles where travelling, consumption, housing etc play equally important roles.

Conclusion and reflections

It is not just the realization of this project that promotes a sustainable development in Hjo. Our hope is that the project also spreads knowledge concerning the benefits of walking and cycling and makes the inhabitants of Hjo realize what resources and possibilities that are already there today. The activities and transformations are just suggestions while the fundamental ambition of the project has been to raise important questions in connection to a sustainable development in a local context. By highlighting that the distances within Hjo are often quite short we wanted to show how Hjo is a great place to work with encouraging more people to walk and cycle, both within the town and in the rest of the municipality. Hjo is a prime example of a place where the mental distances are far longer than the physical ones and of how important the design of the streetscapes are to determine how much and in what way the

car is used. To achieve a sustainable development in Hjo commitment both from the municipality and the inhabitants is needed. The municipality is the main actor when it comes to potential realization of the infrastructural changes, while also many other actors could be of importance for the realization of specific additions or transformations of activities and places in collaboration with citizens.

Our initial ambition with the project *Moving forward* was to start on a comprehensive level and work our way down to a more detailed one in the subprojects. During the process we realized that this was not completely manageable during the period of time that the project entailed due to the comprehensive level and analysis taking longer than predicted. Also to work with three different loops was not a necessity. After summing up the answers from the survey we saw that most input and comments were concerning places and activities in Hjo town. However we did not want to loose the connection to the rural and therefore we came up with the concept of these three different interlinked loops. The survey took time to summarize but is also the main thing supporting our choice of additions and transformations. In addition to this the survey also made the project into a more realistic and feasible one where most of the proposals are realistic and implementable today, not taking into consideration the economic aspects.

This report and the theoretical and explanatory parts of it are very much to highlight the importance of the topics of this project and to strengthen the arguments for our proposals. Because even if much of this is non-controversial and known to many people within our field of work and study, it is probably not in a place like Hjo and for the average citizen. Last but not least, we hope that this project as a whole has made clear the importance of these issues in order for Hjo to develop sustainably and make use of its full potential.

Printed material

Carmona, M. (red.) (2010). Public places, urban spaces : the dimensions of urban design. (2nd ed.) Oxford, UK: Architectural Press.

Gehl, J. (2007). Livet mellem husene: Udeaktiviteter og udemiljøer. København: Arkitektens forlag.

Höjer, M m.fl., 2011, Backcasting images of the future city - Time and space for sustainable development in Stockholm, Technological Forecasting & Social Change (no 78, 2011)

Webb

Archdaily. (??). Loop PDX: A Design Competition to Connect Portland's Central City
Collected from: <http://www.archdaily.com/780915/loop-pdx-a-design-competition-to-connect-portlands-central-city>

Design Week Portland. (2016). Winner Announced for Loop PDX Design Competition. Collected from: <http://designweekportland.tumblr.com/post/143066393078/winner-announced-for-loop-pdx-design-competition>

Folkhälsomyndigheten. (2016). Fysisk inaktivitet: ett skadligt beteende. Collected from: <https://www.folkhalsomyndigheten.se/far/inledning/fysisk-inaktivitet-ett-skadligt-beteende/>

Hjo kommun. (?). Turism. Collected from: <http://www.hjo.se/Startsida/Uppleva-och-gora/Kulturturism/>

Naturvårdsverket. (2016). Sveriges miljömål. Collected from: UNDP. (2015). Globala målen. Hämtad från: <http://www.globalamalen.se/om-globala-malen/>

UNDP. (2015). Globala goals. Collected from: <http://www.globalamalen.se/om-globala-malen/>

Visit Copenhagen. (2016). Tag på oplevelse på Havneringen. Collected from: <http://www.visitcopenhagen.dk/da/havneringen>

Christo and Jean-Claude. (2016). The floating piers. Hämtad från: <http://christojeanneclaude.net/projects/the-floating-piers>

Gjøde & Povlsgaard Arkitekter. (2015). Den uendelige bro. Hämtad från: <http://www.gpark.dk/uendeligbro.html>

Pictures

figure 2-3 (2016) Collected from: <http://www.untitledstudio.org/living-loop-pdx/>

figure 4-8 (2016) Collected from: <http://www.visitcopenhagen.dk/da/havneringen>

figure 27 (2013) Collected from: http://tallerdarquitectura.eu/?avada_portfolio=grades-casa-cultura&portfolioCats=29%2C32%2C31%2C50%2C51

figure 29-32 (2016-2015) Collected from: <http://www.gpark.dk/uendeligbro.html> ; <http://christojeanneclaude.net/projects/the-floating-piers>

figure 53-56 (2015-16) Collected from: <http://www.white.se/projects/kallbadhus-karlshamn/> ; <https://www.dezeen.com/2015/10/04/jackson-clements-burrows-moonlight-cabin-australia-perforated-shutters/>

Appendix 01: Objectives

- By the year 2025 usage and consumption of local resources is greater than the dependency of imported goods.
- By 2025 Hjo has a car free city core and has decreased car usage by 50% in the rest of the municipality.
- Hjo is a place of inclusion where differences and diversity are valued and represented in an equitable community.
- By 2025 there are cultural and social activities all year round for inhabitants and visitors in Hjo, regardless of age and social group.
- New urban developments in Hjo is achieved by inner editions in a human scale rather than building on fertile land.
- New buildings and transformations in Hjo are primarily to be built with local resources and be carbon negative.*
- By 2030 80% of food consumed in Hjo is organically and locally produced within the Skaraborg region.
- In Hjo urban and rural areas are well connected.
- Hjo Inhabitants have awareness of sustainable lifestyles and has an ecological footprint below one.
- By 2020 nature, commercial and social services are physically accessible without a car.
- Hjo is the first municipality in Sweden to go energy surplus.
- Hjo has a sustainable housing that corresponds to a variety of household constellations.
- Hjo takes regional responsibility for preservation, management and use of natural resources.

*Carbon negative & Restoration might not always be able to achieve this

Appendix 02: Strategies

- Enhance the rural-urban relationship
- Design spaces and building in a human scale
- Develop strong points of interest in rural and peripheral urban areas
- Strengthen the accessibility to activities and services for people living in rural as well as urban areas
- Strengthen the physical and mental connection between urban and rural
- Develop unifying elements in both rural and urban areas
- Ensure the security of pedestrians at all times by redesign the urban structure to a human scale
- Enrich streets as places by considering scale and senses to different types of users
- Actively search for social and physical barriers and work to address them
- Aiming for diverse and geographically spread public spaces
- Public spaces should encourage spontaneous use and different kinds of activities
- Safety, accessibility and equality should always be considered when planning public places
- Reduce the need of transport
- Change the hierarchy of the different modes of transportation to promote the most sustainable ones and make these accessible
- Reduce parking places in the city center and from the harbour area
- Make Hamngatan and the city's inner core car free (with the exception of deliveries, car use to and from housing and for disabled who are allowed to drive at pedestrian pace) for a cleaner, greener, safer and more pleasurable city center
- Redesign heavily trafficked roads into main city streets to promote a lowering of speed and reduced barrier effects
- Create attractive networks for cyclists and pedestrians where spontaneous activity can take place along the way
- Use trees and plants when designing streets to create continuous green structures in the town of Hjo
- Design streets in a way that is both safe and accessible for all age groups and abilities with possibilities for meetings
- Provide well planned and designed street lights that make the main routes in Hjo nice and safe when it is dark outside
- Connecting urban and rural areas by creating good possibilities for cycling
- Extend the possibilities to walk along lake Vättern and natural places of interest
- Identify and link nodes and activities to each other
- Create the possibility to experience the city center and cultural heritage at a moderate pace
- Offer bikes for inhabitants and tourists to easily rent or borrow.
- Design roads and streets according to the scale and diversity of the surrounding environment so that speed suits potential for experience

Appendix 03: Survey



 **Kimberly Disley**
7 November · Gothenburg

Hej!

Vi är en grupp om 4 masterstudenter från Chalmers arkitektur som ska göra ett projekt i Hjo där vi hade uppskattat lite input från er som bor och verkar i Hjo. Vi tänkte därför att detta forum kunde vara en bra start för att försöka få in lite svar på ett kort frågeformulär.

Vi skulle bli hemskt tacksamma för er hjälp och hoppas det går bra att vi använder oss av denna sida.

Tack på förhand!

Länken här nedan leder er vidare till ett webbformulär, sprid gärna vidare till era vänner och bekanta 😊



Dina tankar om Hjo

Vi är en grupp om fyra masterstudenter från Chalmers arkitektur som ska göra ett projekt som syftar till att länka samman målpunkter, offentliga platser, aktiviteter och intressanta områden i Hjo, befintliga och potentiella.

Din kunskap är viktig för oss och genom att få svar på vilka dessa platser är och hur Du upplever att de fungerar/inte fungerar får vi en bättre grund till vårt projekt.

Ta gärna ett par minuter för att svara på vår undersökning. Stort tack för din hjälp!

/Matilda, Anna, Amanda och Kimberly

* Required

Jag är... *

- Kvinna
- Man
- Vill inte uppge

👍❤️ Moa Rydell and 51 others 16 Comments

👍 Like 🗨️ Comment ➦ Share

 **Camilla Nagel** Va kul. Kommer resultaten att publiceras senare? 😊
Like · Reply · 7 November at 23:55

 **Kimberly Disley** Ja, vårt och andra grupperns projekt kommer att ställas ut. Lite osäker på vart just nu, men kan återkomma 😊
Like · Reply · 2 · 8 November at 08:08

 **Jakob Geidenmark** Intressant och se vad ni kommer fram till.
Like · Reply · 8 November at 16:13

👉 View more replies

 Write a reply... 📷 😊

 **Andreas Kinnvall** Skickat in
Like · Reply · 8 November at 07:53

 **Kirsten Stampe** Gjort.👍
Like · Reply · 8 November at 09:10

