



RE-CREATION

BRINGING LIFE TO KINNA'S
MAIN PUBLIC SPACES



CHALMERS
UNIVERSITY OF TECHNOLOGY

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PROJECT PROGRAMME

INTRODUCTION

This project focuses on rearranging the main public spaces in Kinna, a town of approximately 8000 inhabitants located in Västergötland, western Sweden. The design area stretches from Kinna Station, through Stationsparken, going left to Boråsvägen, through the main square, up until the car park at the junction with Lilla Lyckegetan, as shown on page 8.

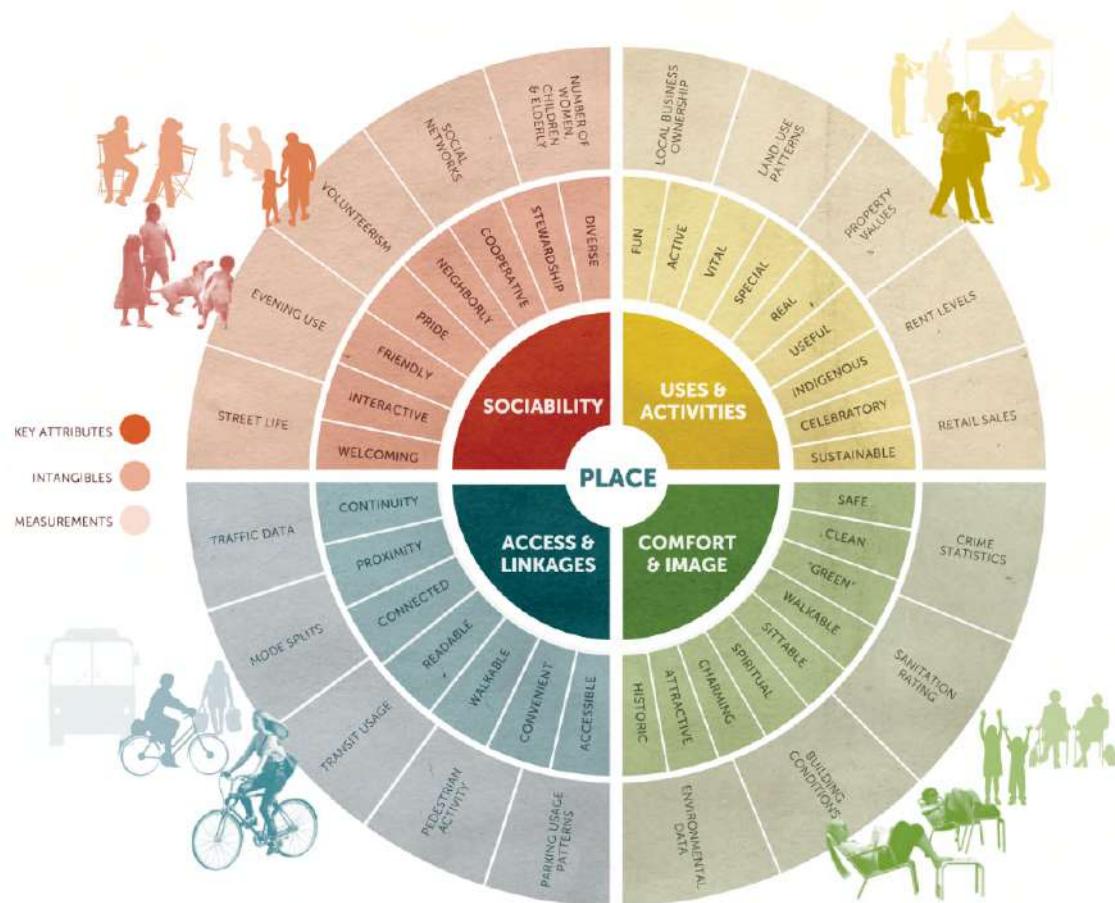
CONTEXT & PROBLEMS

According to the interviews conducted with the inhabitants of Mark, among others with a high school student, youth in the community centre, politicians of the Kommun, employees of the city office and residents encountered on the streets of Mark, one can notice dissatisfaction with the current state of public places and difficulties in delineating a clear centre of Mark between Kinna, Skene and Örby - which are considered the urban area of Mark. During the weeks of analysis and design steps I familiarised with the current situation and residents' needs, so I was able to pinpoint the areas that needed intervention.

Kinna's residents expressed the most dissatisfaction with what the town has to offer, emphasising that most of their social meetings are held at home, not in public places, despite the revitalisations carried out in the last 20 years. People enjoy their place of residence and the tranquillity that this small town offers, but would love to have more opportunities to spend their free time outside the home. These are the reasons why I chose Kinna to start the Re-Creation project in.

WHAT IS A PUBLIC SPACE?

Public space is a place that is open and accessible to all members of a community or society, regardless of their social or economic status, according to Kristine F. Miller (2007). Public spaces can include parks, plazas, squares, streets, and other open areas that are used for recreation, leisure, and social interaction. These spaces are often designed to promote a sense of community and to provide people with opportunities to come together and engage in various activities. Public spaces can also serve as important cultural and civic centres, hosting events and activities that bring people together.



Graphic from Project for Public Spaces (2016)

According to specialists in the field, there are 4 pillars to a great, sustainable place for human beings: sociability of the place, attractive uses and activities available, comfort assured for everyone and being accessible and linked to other functions of the town.

A sustainable public space is a place that is designed and managed in a way that is environmentally responsible, economically viable, and socially equitable. In other words, a sustainable public space is one that meets the needs of the present without compromising the ability of future generations to meet their own needs.

“Designers of the built environment—including landscape architects, architects, and interior, graphic, and urban designers—have a responsibility to understand how their work affects and is affected by the societies they serve.” (Miller, 2007)

There are many ways to design and manage a public space in a sustainable way. For example, a sustainable public space might use green infrastructure techniques to manage stormwater runoff, use native and/or drought-tolerant plants to reduce irrigation needs or incorporate energy-efficient lighting and other low-impact technologies. It might also provide amenities such as bike-sharing stations and public transit access to reduce reliance on automobiles and encourage sustainable transportation options. Additionally, a sustainable public space might be designed to foster social interaction and promote a sense of community, which can have a positive impact on mental health and well-being.

“Design is a way of representing ideas, imagining futures, and transforming the built environment. Design shapes physical spaces, creating settings that produce aesthetic experiences for those who move through and occupy them.” (Miller, 2007)

SWOT ANALYSIS OF KINNA C

Analysis of strengths, weaknesses, opportunities and threats of the area connected with landscape architecture and Kinna Centrum - my areas of interest.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Being in the middle of three larger towns: Gothenburg, Borås and Varberg, which makes it easier to introduce “slow life” with “big city” services available nearby. • Strong connections between people may result in willingness to work together on the space around. • Lots of land nearby for towns to grow. 	<ul style="list-style-type: none"> • Being in the middle of three larger towns: Gothenburg, Borås and Varberg which are big competition to smaller towns. • People generally meet in each other's homes instead of at restaurants or bars. This could be problematic for people that have just moved to the area before they know anyone, as there don't seem to be places that are neutral to promote social life - not enough entertainment for young people.
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Tourism is a way for the municipality to strengthen its local economy. By caring for public areas there is a chance to attract more new guests. • Increasing awareness regarding climate change might lead to stronger collaboration between the regions to look for sustainable solutions 	<ul style="list-style-type: none"> • Increased flooding is affecting the condition of infrastructure, settlement and the natural environment; it causes damage to private and public property. • Globalisation could lead to a disconnect from the local perspective as an influx of people live placeless lives

AIMS, POTENTIALS, METHODS

There is a great potential in the chosen design area as it goes from the largest communication hub in the area through the most “public” space in Kinna. It was supposed to be an attractive area, but encountered some problems during the design process. Lack of cooperation between the municipality and architects resulted in a slightly inconsistent, unfriendly track that barely encourages visitors. Potential clients of the project could be the municipality of Mark or the small local business owners who would profit from the attractiveness of Kinna C.



Picture: screenshot showing the initial intervention area. Source: Google Maps

I was planning to create an attractive, multifunctional, longitudinal in shape, public space. The project focuses on renovation and transformation of public spaces and it should contribute to Kinna's inhabitants' well-being. The project includes defining the new, visible centre of the area, rearranging the outsides and giving residents a chance to experience a calm, attractive public space to spend time in, regardless of age or interests. It's not about building a completely new city centre, but instead to create a cosy microclimate of the area with meeting spaces, which the residents need and expressed during the interviews. The implementation of the greenery, small architecture and restriction of the car traffic would significantly increase the attractiveness of the area to all age groups of visitors and strengthen the connections between them by giving a chance to relax together. Defining the central part of Kinna may also result in the town's notoriety due to sustainable changes. Also, taking into consideration the current climate change, an important aspect is the analysis of the water flow through the city to avoid damage and drought by the lack of infiltration.



Kinna C - current situation. Source: screenshot from Google Maps.

DESIGN METHOD

The foundation for introducing changes is knowledge gained during a local trip (Hear) - talking to residents and collecting their opinions. Listening to them and implementing their needs is essential (Define). Later work should be based on sustainable development assumptions being implemented to the existing area (Prototype). Next step would be confronting the idea with residents during an exhibition (Test). Last stage may be realising the project or its parts (Create).

DELIMITATIONS & BOUNDARIES

During the design process I aimed to avoid:

- bringing “big city” to the area, but instead keeping the “small town” characteristics;
- rebuilding the whole area, so that residents still recognise it;
- planning useless functions with no reason to arise.

EXPECTED OUTCOME

People should have a safe, calm, green space with suitable and needed services all year long, adapted to all ages. The project should significantly develop connections between Kinna’s inhabitants, their well-being; overall attractiveness and utility of the area, but also water runoff and protection against harsh weather conditions (solution to sun or heat is shade, solution to rain or snow is roofing etc.).



Kinna C - current situation. Source: screenshot from Google Maps.

RESEARCH

INITIAL ANALYSIS

HISTORICAL CENTRE OF KINNA



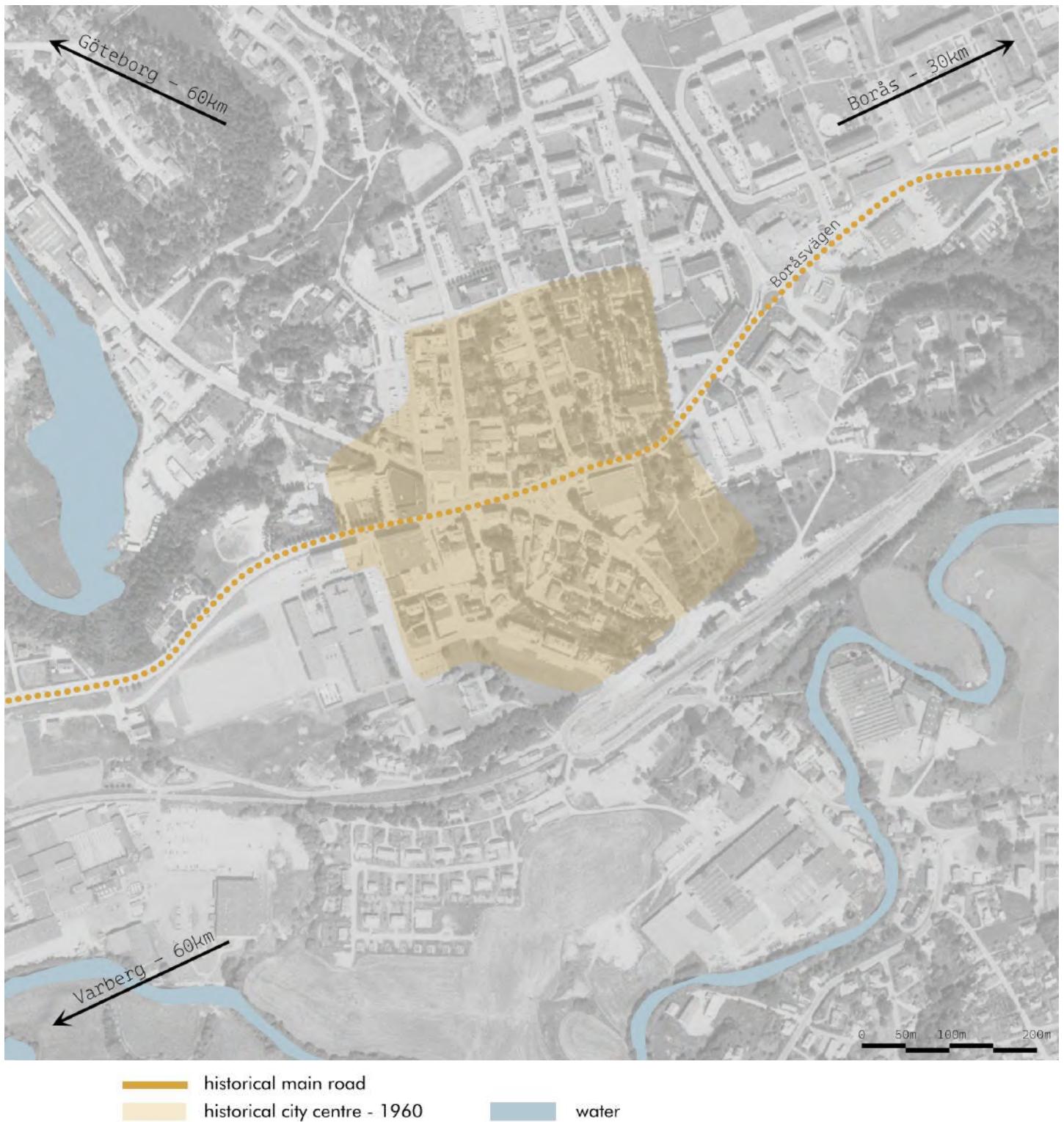
Historical photography of Kinna C - 1950. Vänersborgs Museum. Photo: AB Flygtrafik.

In 1863, the Swedish country municipalities were created. It was the parishes that were given a certain degree of autonomy and took over activities that had previously been in the counties. A position of trust within the national municipality gave status to the person elected. At first the elected officials were drawn from the "middle class", such as factory owners, teachers, priests, farmers and policemen.

Kinna began as a church village. On December 12, 1924, Kinna municipal society was established in the country municipality for the locality.

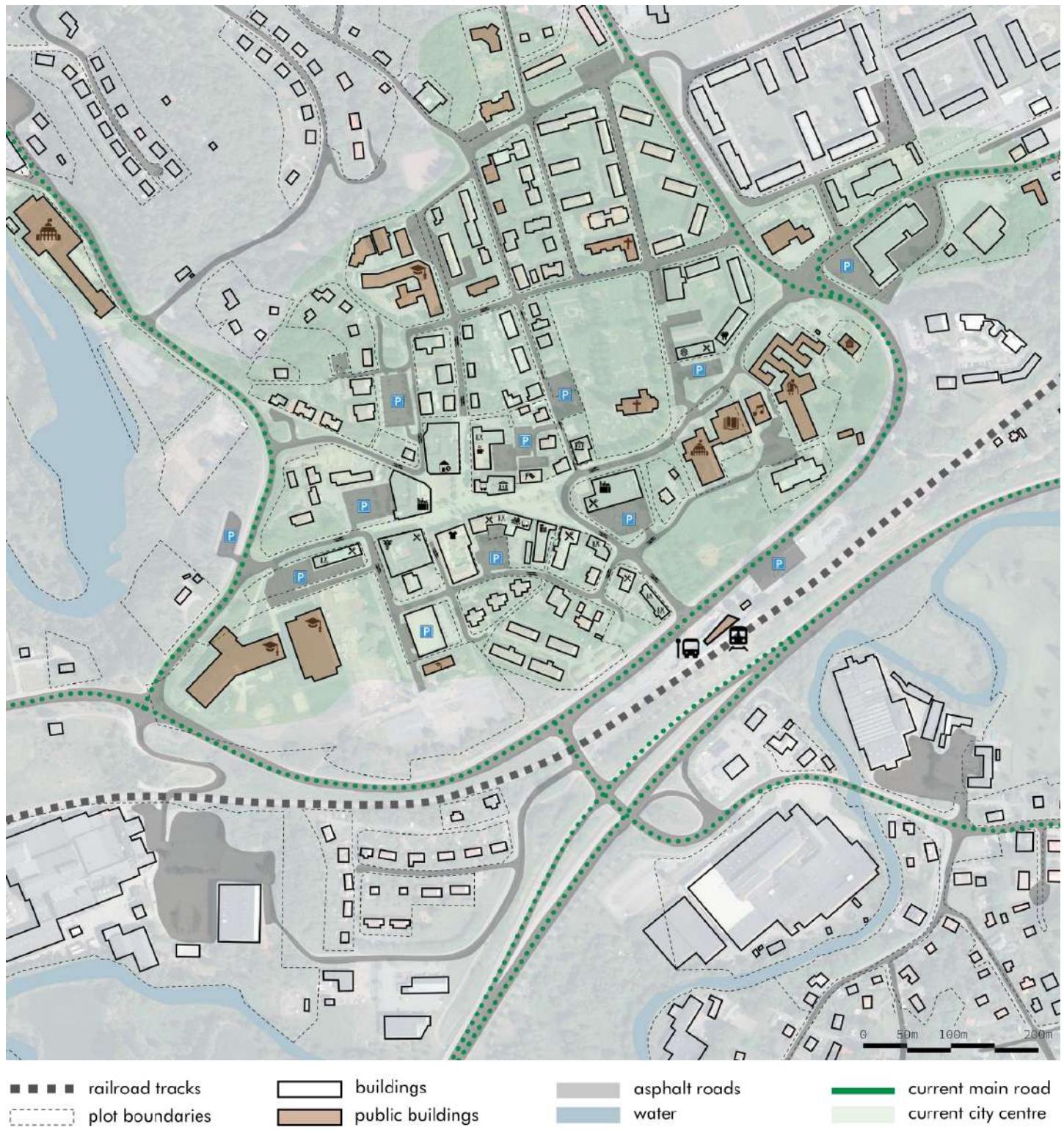
(Mark - *history of the municipality. 2016*)

MAP - HISTORICAL CENTRE OF KINNA - BORÅSVÄGEN



The map above represents the area that was considered the main Kinna around the year 1960. Back then there was only one main road nearby, Boråsvägen, connecting the villages with Borås city.

MAP - CURRENT CENTRE OF KINNA



The symbols on the current map represent the variety of services available in Kinna C and the new layout of main roads.



Photography of Kinna C. Source: Kinna's Town Hall resources.

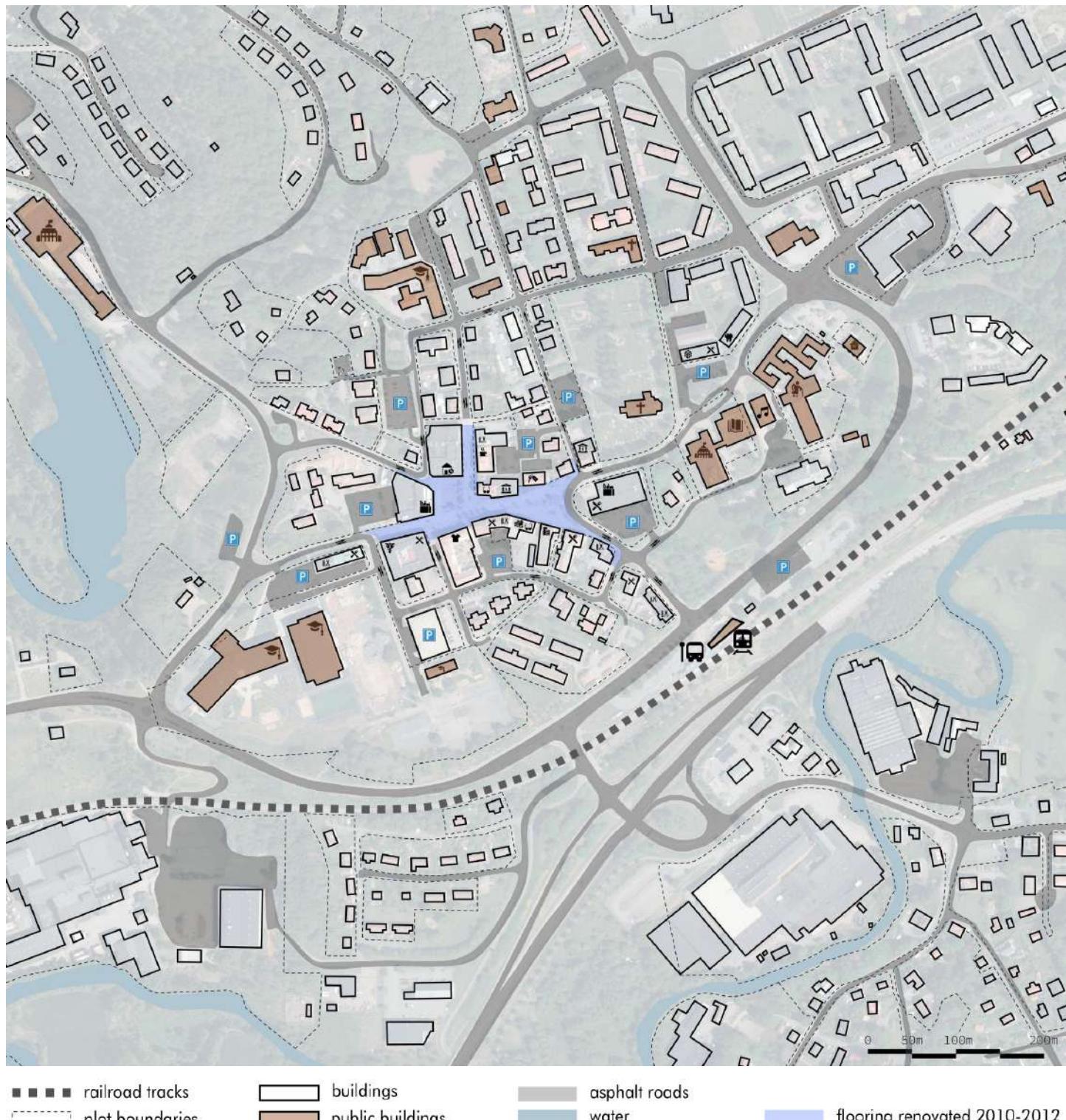
Since the 1960's, Kinna and its surroundings have developed significantly. The area offers education, sport activities, precious nature and different types of housing. It encourages visitors with the possibility of living a so-called "slow life", while offering all the services necessary for life with short distance and easy access to the larger cities in the area.

Despite its rich history and picturesque location on a hill, Kinna has not avoided spatial planning problems over the years. Due to the constantly changing authorities and difficulties in making decisions related to the city's expenses, the central part of Kinna was never properly and fully taken care of as a main place for residents to be proud of.



Photography of Kinna C. Source: Kinna's Town Hall resources.

RECENT PAVING RENOVATION IN THE AREA OF INTEREST



During the renovation around the year 2010-2012 there was new paving material implemented - two types of grey paving stones arranged in patterns.

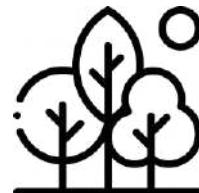
DEFINING THE INTERVENTIONS

The table below shows a brief explanation of the four main problems that I decided to work on in my in-depth project. They are presented in order of importance and the symbols represent the detected problem (on the left) and suggested solution (on the right).



LACK OF GREENERY

Concrete and stone floorings around the city centre evoke a feeling of coldness to the guests. By introducing more greenery to the area, the microclimate of the place and air humidity improve.



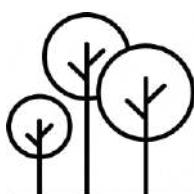
STORMWATER RISK

Because of mostly impenetrable paving in the area of Kinna centrum, there is a high risk of great amounts of water accumulating and causing local flooding during heavy rains after soil-drying droughts. Those situations are becoming more and more frequent due to climate changes. Introducing **permeable surfaces** would spread the water absorption over larger surfaces.



HEAVY CAR TRAFFIC

Unrestricted car traffic increases the risk of danger to pedestrians, who should be the most important in this type of place. Reducing it will greatly increase the human-friendliness of Kinna town centre.

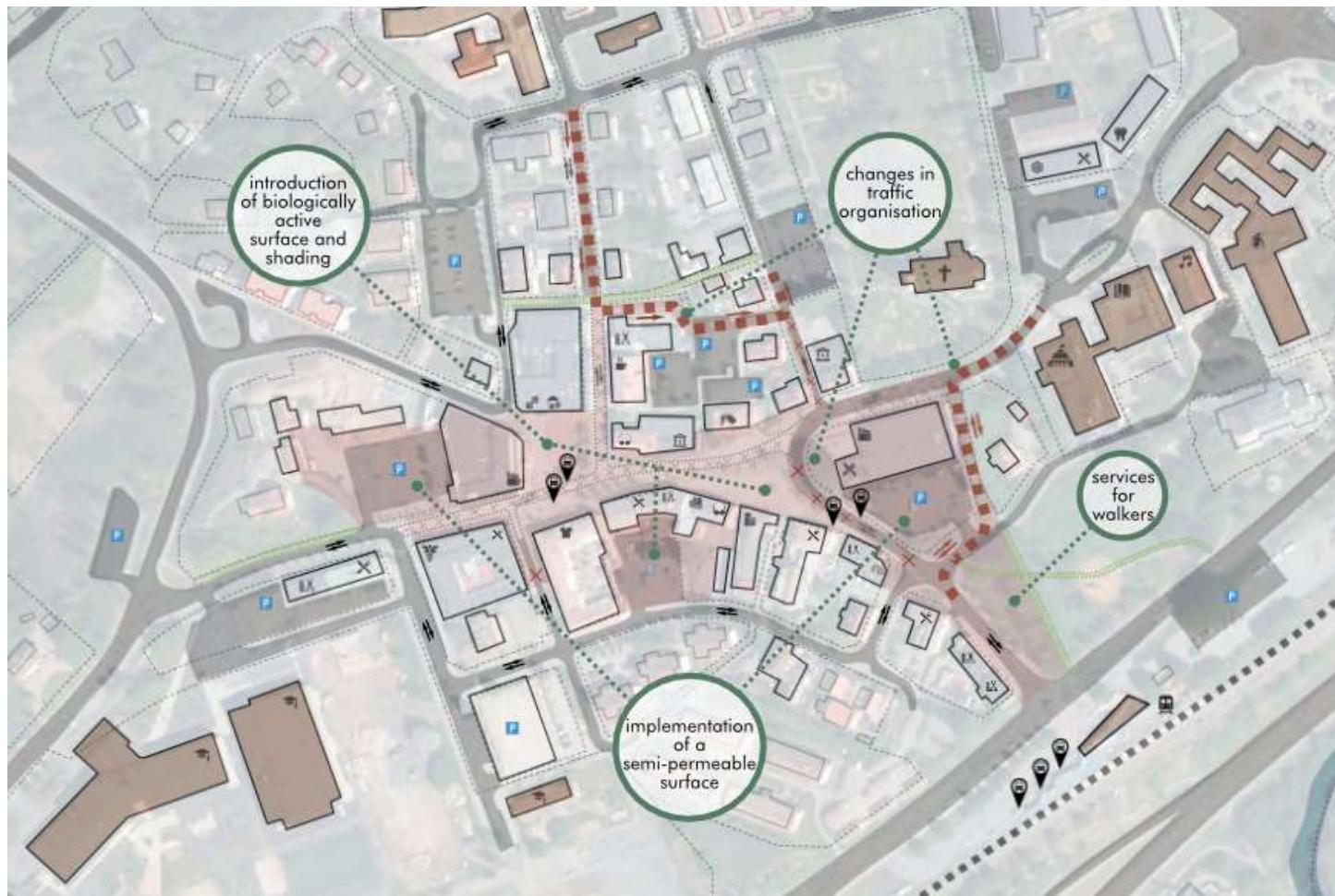


LACK OF SERVICES IN THE PARK AREA

Walking from the transport hub to the centre, pedestrians encounter a beautiful park, which, however, does not offer any services to make the time more pleasant or warm you up on cold days. The introduction of a small cafe will make the time of the pedestrians visiting the park more pleasant.



MAP OF PLANNED INTERVENTIONS



Drawing: a self-made intervention plan.

LEGEND OF SYMBOLS:

■ ■ ■	railroad tracks	○ —	specific intervention	■	nursing home
□ — □	plot boundaries	■ ■ ■	planned communication link	■	pharmacy
□ □	buildings	— ← —	planned driving direction	+	church
■ ■ ■	public buildings	P P	car park (existing/redesigned)	■	grocery shop
■ ■ ■	asphalt roads	●	bus stops	■	café
·····	cobblestone roadway	■	railway station	■	bakery
■ ■ ■	intervention area	×	gastronomy	■	public laundry
■ ■ ■	water	■	educational institution	■	hairdresser
■ ■ ■	valuable walking path	■	bank	■	clothing shop
← — ←	current driving direction	■	town hall	■	optician
✗ — ✗	blocked car access	■	library	■	Marks Bostads
···· ✗	limited car access (06-22)	■	concert hall	■	real estate agent
				■	jeweler
				■	gym

IN-DEPTH PROJECT



INTERVENTION #1 - TOWN GREENERY

PROBLEM:

SOLID PAVING COVERING ALMOST ALL THE SURFACES IN KINNA C

In today's world of bigger and bigger cities, people lack the connection with nature. They express it by spending holidays outside of the cities, gardening on their balconies or visiting city parks in droves. However, the cities experience problems providing those green, friendly areas to their residents. Unpleasant microclimates of mostly concrete-covered roads can result in health problems due to lack of humidity, higher temperatures and no wind flow disposing of air pollution. In addition, lack of biodiversity clearly exposes the surrounding environment to fluctuations and malfunctions.

SOLUTION:

INTRODUCING SIGNIFICANT GREEN AREAS

After interviews with the residents of Kinna and other villages of Mark and getting to know the municipality better, I realised that people crave something that we can call a "city garden" - a place, where you can connect with nature, but still be within a walkable distance from their homes or bus stops. The need for biodiversity inside the urban areas is clearly visible during discussions about new meeting spaces.

There are many reasons why greenery in cities is important - it can have a positive impact on both the environment and people. Trees and other plants absorb carbon dioxide and other pollutants from the air, helping to improve the air quality and mitigate the urban heat island effect. Green spaces can also provide habitat for wildlife, helping to support biodiversity in urban areas. From a social perspective, green spaces can provide places for recreation, leisure, and social interaction, which can have positive effects on mental health and well-being. They can also create a sense of community and foster social connections.

MEANS OF DESIGN



Urbanmeadow.org



tdag.org.uk

1. Urban meadows - they are "natural" or "naturalistic" plantings. They grow in masses just as they do in the wild, which has a different look, feel and texture than the manicured landscapes many people are used to.



tdag.org.uk



in.mashable.com

2. New plantings - introducing different types of trees to the previously isolated area will increase the biodiversity; it will welcome lots of organisms to enter the area and let it flourish.

"Planting trees in cities can reduce land surface temperatures by up to 12 degrees Celsius during the summer, according to researchers at the Swiss Federal Institute of Technology in Zurich, Switzerland. (...) The trees in cities help keep the ground cooler by providing shade and helping to reduce the amount of heat absorbed by materials like concrete, cement and asphalt. This highlights the importance of having green spaces and tree cover in urban areas, especially as global temperatures continue to increase year on year." (Gowda, 2021)



reliance-foundry.com



terramai.com

3. Bike racks - safe, well-lit bicycle parking spots available at every turn and the simultaneous restriction of access for motor vehicles will encourage residents to give up means of transport that pollute the environment. At the same time, it can be a great first step to introduce, for example, city bikes and the development of ecological transport.



billypenn.com



archdaily.com

4. Benches - responding to human needs, such as rest, the city should be equipped with benches that are easily accessible and pleasant to use. Avoiding materials such as concrete or metal allows one to use the benches in both cold and hot weather. Benches available both in isolation and in larger groups will give people a choice in dealing with others.

“Park benches, and other forms of public seating, for such a small element of our daily urban life, play a big part in how we interact with open space. A bench itself invites the art of observation and rest. Users can take a minute to sit down, look around, read a newspaper, eat a sandwich, catch up with a friend, and do a number of other activities. It gives people a simple and almost mindless way to slow down in a high-paced urban area” (Overstreet, 2022)

“Trees make places work, look and feel better. As well as playing a role in climate proofing our neighbourhoods and supporting human health and environmental well-being, trees can also help to create conditions for economic success.”

(Trees & Design Action Group, 2021)



Source: “Trees in the Townscape: A Guide for Decision Makers” by Trees & Design Action Group

“A place to eat your kanelbulle” - Boråsvägen side



This area is the “entrance” to the Main Square. Previously it was a big intersection that exposed pedestrians to oncoming traffic from three sides. Now, the pavement is the most prioritised route, providing high safety. After the transformation, it became a combination of a 10-metre-wide cobblestone road for organising public events and a square planned as a “city garden”. There are picnic tables and benches in the sun and shade that give guests an opportunity to cherish their kanelbulle from their favourite nearby bakery, surrounded by the sounds of nature.



Photo above: current situation.

Visualisation below: transformation of the public space.



"A place to celebrate" - main square



In the Main Square area I planned to combine urban and garden functions. A large paved area allowing for the organisation of social events (such as Christmas market, small concerts or summer meetings) was routed between patches of greenery to mitigate the unpleasant impression of concrete. In addition, thanks to the arrangement of benches and tables, it is a place where people visiting nearby service premises can eat a meal or rest. It is a safe area connecting essential city services and public transport. The photo below shows the current situation.



“A place to cherish the nature” - southern part

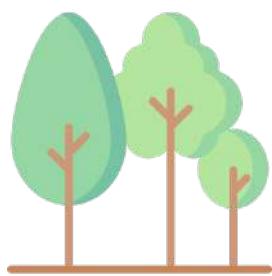


In the southern part of Kinna C track I suggested an attractive, diverse area for relaxation purposes. There are lots of seating and picnic spaces separated from any unpleasant sounds. It is accessible to everyone and responds to the needs of contact with nature. Due to a large percentage of biologically active surface and water fountains (accessible to human use) there is high humidity which contributes to a nice, cosy microclimate.

The visualisation below shows the recreation of a parking lot.



GREENERY AND INFRASTRUCTURE



526,5 m² of urban meadow

Coneflowers, Achillea,
Dactylis, Phleum,
Agrostis, Cynosurus

56 new trees and no losses

Tilia, Sorbus, Betula,
Acer, Prunus

49 classic benches and 11 round benches

Made of local swedish pine wood

13 bike racks with seatings

offering a total of 84 bike parking places

INTERVENTION #2 - WATER RUNOFF

PROBLEM:

NON PERMEABLE PAVING NOT ALLOWING FREE WATER CIRCULATION IN NATURE

Non-permeable paving refers to materials that do not allow water to pass through them. This can have negative impacts on the environment as it prevents water from infiltrating the ground and replenishing underground water sources. It can also contribute to the urban heat island effect and increase the risk of flooding. In natural areas non-permeable paving can disrupt the movement and circulation of water having negative impacts on plants and animals that depend on these water sources. To minimise these damages it is important to use permeable paving materials wherever possible and to incorporate green infrastructure elements into urban landscapes. These can help to manage stormwater runoff and reduce the negative impacts of non-permeable surfaces.

The photo below shows the current type of public parking lots in Kinna.



SOLUTION:

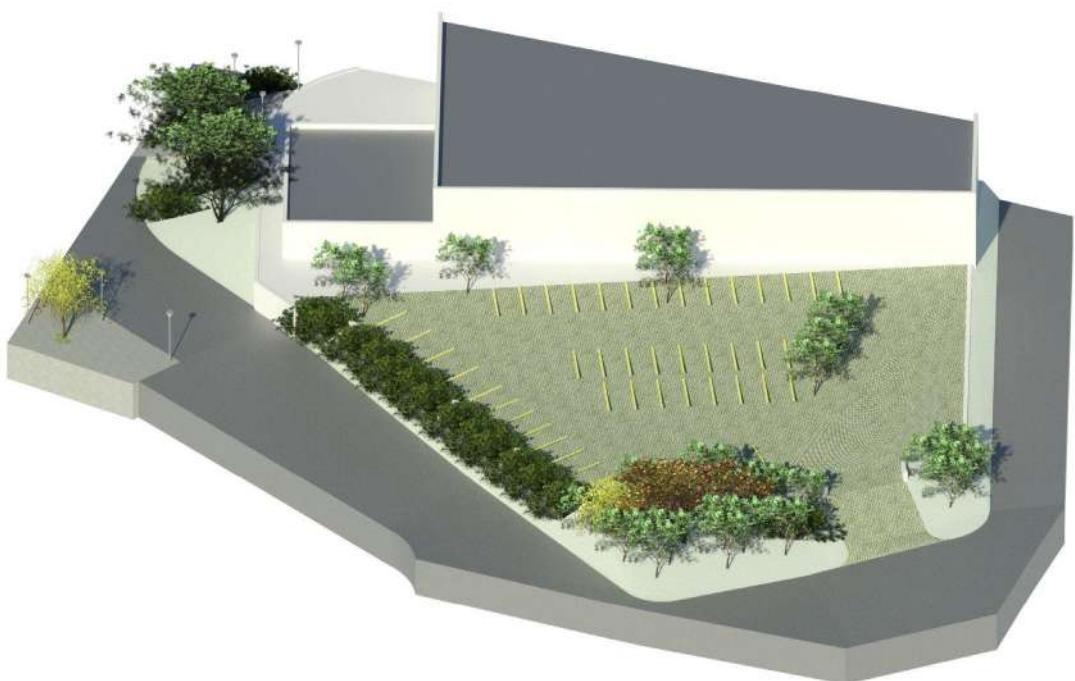
PERMEABLE SURFACES LOCATED IN VARIOUS PARTS OF THE TOWN CENTRE

Permeable surfaces are materials that allow water to pass through them rather than running off the soil surface and potentially causing problems such as erosion, flooding, and pollution. In a town centre, permeable surfaces can be used in a variety of applications, including streets, sidewalks, and parking areas. They can help to manage stormwater runoff and reduce the negative impacts impermeable surfaces have on the environment. Some examples of permeable surfaces that could be used in a town centre include: porous asphalt, permeable pavers, green roofs and rain gardens. By incorporating these and other permeable surfaces into the town centre, it is possible to reduce the negative impacts of non-permeable surfaces and create a more sustainable and resilient urban environment.

In the project I implemented Permeable Pavers, which are special concrete blocks that are designed to allow water to pass through the gaps between them. They can be used for sidewalks, patios, and driveways. Although, I used them as a replacement for the asphalt surfaces of the two largest car parks in the vicinity of the designated area. With a biologically active surface of 60-70%, it is a very efficient method of preventing the unwanted effects of water infiltration described earlier. Permeable pavers allow water to pass through the gaps between them, which can help to cool the surrounding air and reduce the heat island effect and, as a result, increase the feeling of a more comfortable and pleasant microclimate in an urban environment. Paired with newly planted trees, they not only increase the overall attractiveness of the area, but also contribute to the correct water rotation in nature.

"A place to let the water go its way"

Permeable surfaces on the biggest parking lots in the area.



INTERVENTION #3 - PEOPLE BEFORE CARS

PROBLEM:

LOW LEVEL OF SAFETY IN THE CENTRAL AREA BECAUSE OF HEAVY CAR TRAFFIC

Heavy car traffic in a central area contributes to a low level of safety for pedestrians and bicyclists. Some of the ways in which heavy car traffic can impact safety are:

- Increased risk of collisions: When there are more cars on the road, there is an increased risk of collisions, which can result in injuries or fatalities. In such areas pedestrians should be visibly more prioritised than any vehicles.
- Limited visibility: Heavy traffic can make it difficult for pedestrians and bicyclists to see oncoming vehicles, which increases the risk of accidents. Also, new technology cars can be too quiet for elderly to be fully aware of them coming without seeing them.
- Noise pollution: The noise from heavy traffic can be disruptive and makes it difficult for pedestrians and bicyclists to communicate with each other or hear oncoming vehicles.
- Limited access: Heavy traffic can make it difficult for pedestrians and bicyclists to access certain areas or to cross the street safely.

SOLUTION:

WITHDRAWAL OF CAR TRAFFIC TO DETOURS IN THE CLOSE AREA OF THE CENTRE

To improve safety in a central area with heavy car traffic, it may be necessary to implement traffic calming measures, such as speed bumps, roundabouts, and pedestrian crossings. It might also be helpful to create dedicated bike lanes or pedestrian paths to separate these modes of transportation from car traffic. Although, in places like Kinna Centrum, it is possible to create detours for cars to reduce the risk of collisions, unpleasant sound and health effects, as well as the overall enjoyment of using this space to a minimum.

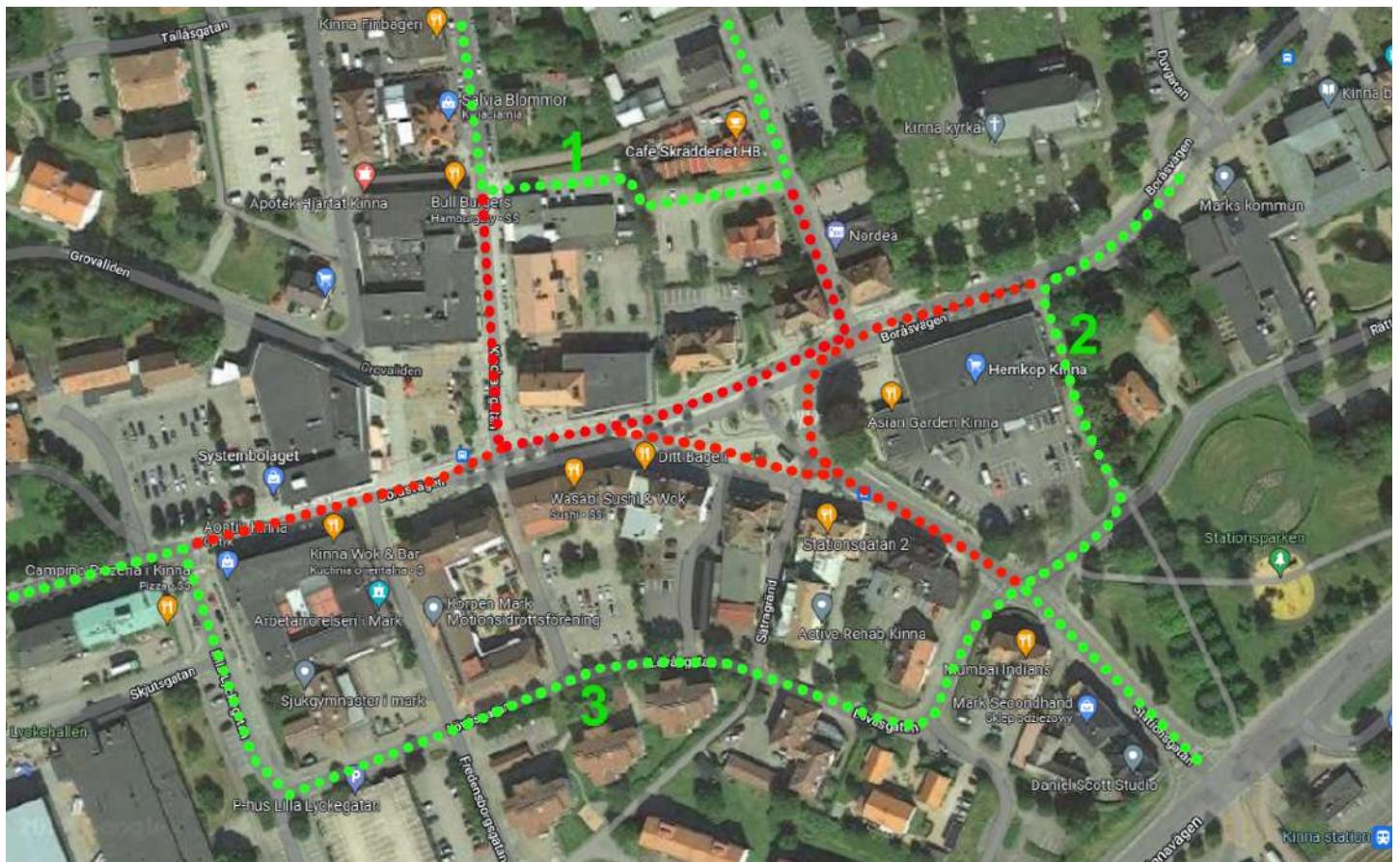
The project creates three main detours within easy reach:

1. Instead of travelling through the Boråsvägen junction with Stationsgatan and exposing pedestrians and bus travellers to

unnecessary stress, the detour for this site goes between the buildings of Rättaregårdsgatan 12 and Stationsgatan 1. The infrastructure of this site allows for the implementation of a two-way carriageway with a width of 7m and safe intersections at both ends.

2. Instead of using the Klockaregatan road and turning left into Boråsvägen, I suggested a detour that starts between Klockaregatan buildings 4 and 6 next to the existing footpath, continues through the present car park and ends between Kyrkogatan buildings 3 and 5, exiting on Kyrkogatan street. Due to the characteristics of the surrounding roads, the detour is one-way.
3. The last modification is to divert cars coming from the west towards Boråsvägen to Lilla Lyckegetan and then Lövåsgatan.

Thanks to these changes, the entire space of Kinna Centrum gets rid of car traffic during pedestrian traffic hours in the area, i.e. 6-22. Only emergency vehicles and buses are allowed. The speed of buses has been limited to 20 kilometres per hour, and pedestrians have absolute priority over all motor vehicles. The bus road is visible from far away, as it is lowered 2 cm below the paving level and paved with a different colour of cobblestones - warm grey.



Source: screenshot from Google Maps and my own drawing.

INTERVENTION #4 - GRAB A COFFEE AT THE PARK

PROBLEM:

GREAT PARK AREA WITHOUT ANY SERVICES OR MEETING SPOTS

Stationsparken is a big park with a great, popular playground for children. Although, considering nordic weather and frequent, unfavourable conditions outside, visitors usually get uncomfortable after a short time.

Parks generally offer a wide range of services to visitors: picnic areas and shelters, restrooms, playgrounds, hiking trails, biking trails, educational programs and hosting special events. Parks play a significant role in landscape architecture, as they provide open spaces for people to enjoy and recreate in. Landscape architects design parks to be functional, aesthetically pleasing, and sustainable.

Some of the key considerations for designing a park include:

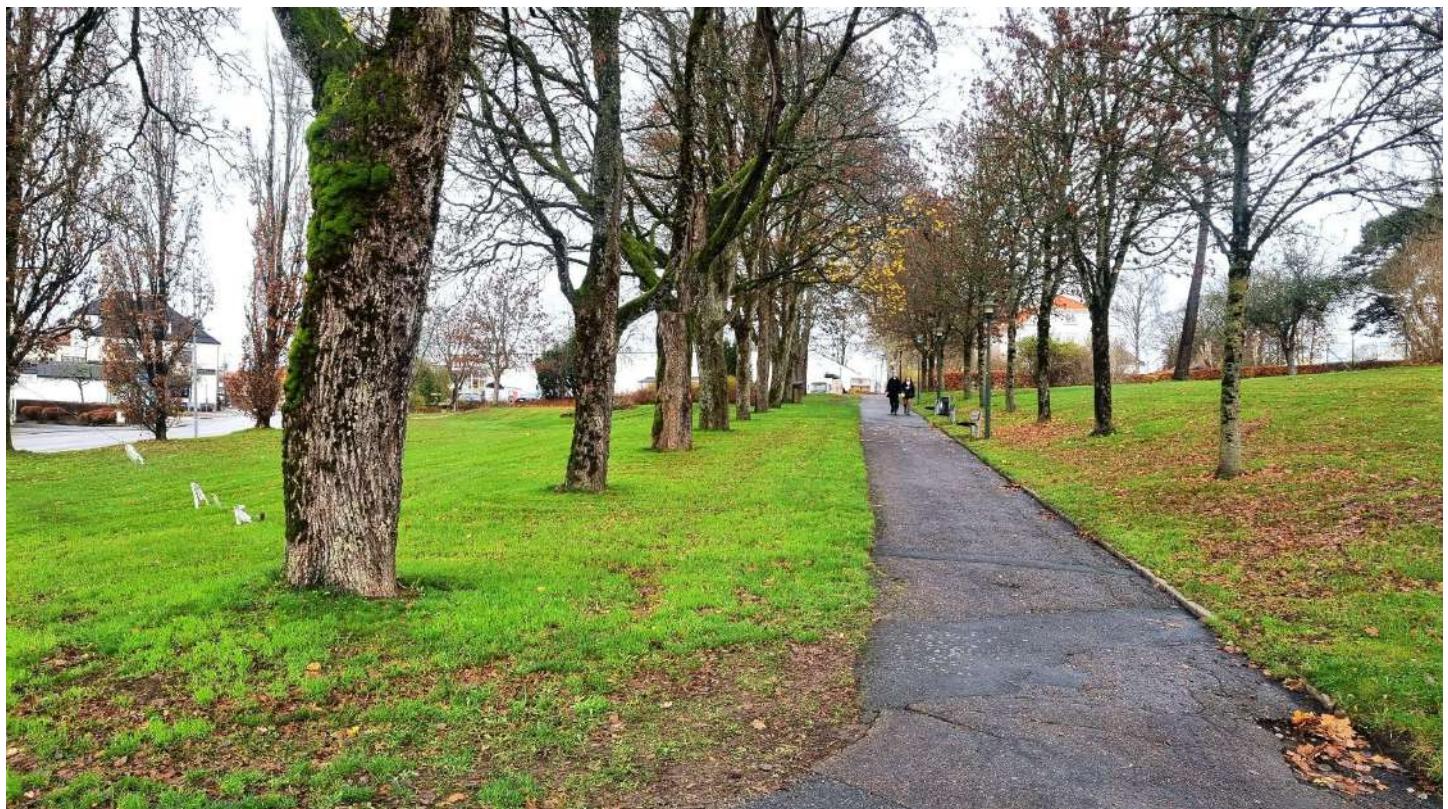
1. Considering the needs and desires of the community when designing a park - this might include features such as playgrounds, sports fields, or picnic areas.
2. Enhancing the natural environment, providing important habitat for plants and animals.
3. Promoting sustainability - parks can be designed to be sustainable, using native plants, conserving water, and incorporating renewable energy sources.
4. Providing accessibility: parks should be accessible to all members of the community, including those with disabilities. It's essential to consider the needs of different user groups when designing park features.
5. Creating a sense of place: parks should be unique and reflect the character of the community. Using a variety of design elements, such as plantings, hardscapes, and art, helps to create a sense of place and make the park a destination.

SOLUTION:

CREATING A WOODEN SHED AND A SMALL CAFE POINT IN THE PARK

It is common for parks to have designated areas where visitors can purchase food and drinks, including coffee. These areas are often called "concession stands" or "snack bars." In some parks, these stands may be operated by the park itself, while in other parks they are operated by private companies. In addition to traditional concession stands, some parks may also have food trucks or kiosks that sell coffee and other refreshments. These options can be a convenient and fun way for visitors to grab a coffee while enjoying the park. Although, the most important role of a coffee point near the playground would be warming people up during wintertime, and offering cold drinks during hot summers, so that they can enjoy the visit longer. In addition, designing a wooden shed in the area of the coffee point gives an opportunity for small groups to meet in a green spot in private.

The photo below shows the current situation of Stationsparken.



“A place to walk with your coffee” - Stationsparken



In the park area, the introduction of a coffee point makes it more attractive to visitors. The most important role of a coffee point near the playground would be warming people up during wintertime, and offering cold drinks during hot summers, so that they can enjoy the visit longer. In addition, designing a wooden shed in the area of the coffee point gives an opportunity for small groups to meet in a green spot with the feeling of privacy.

FINAL REFLECTIONS

Sustainable public spaces are important for a number of reasons. From an environmental perspective, sustainable public spaces help to reduce the ecological footprint of a community by conserving resources, protecting natural habitats and mitigating the negative impacts of development. Those spaces also provide important ecosystem services, such as air and water purification, carbon sequestration, and wildlife habitat.

From a social perspective, sustainable public spaces help to create a sense of community, foster social interaction, and improve public health. They provide opportunities for recreation, leisure, and social gathering, which have positive effects on mental health and well-being. In addition, sustainable public spaces help to promote social equity by providing access to green space and recreational opportunities for all members of the community, regardless of their social or economic status.

Certainly, sustainable public spaces can also have economic benefits. They can attract current residents, future inhabitants and even tourists, which can contribute to local economic development. They can also increase property values and improve the overall quality of life in a community, which can have long-term economic benefits.

A space like Kinna C is already regularly visited by the local people, but with the impact of such a design project they get a structure that can facilitate the social events and celebrations much more comfortably as well as everyday meetings. It is an immense opportunity for Kinna and Mark municipality to start creating sustainable, human-pleasant spaces inside the towns and villages that increase overall attractiveness and a sense of belonging.

The Local Context course has given me the opportunity to familiarise myself with everyday life of Mark's residents and their issues, so that I could come up with accurate intervention ideas. In the first weeks we conducted interviews with several Mark residents, politicians, architects and others; after that we analysed the strengths and opportunities of Mark, but also its needs, problems and weaknesses. During the interviews my main observation was the inhabitant's dissatisfaction with urban public spaces, because, in my opinion, developing an area starts from a visible, defined centre which shows the character of the place. My chosen topic of intervening in the Kinna's central area has widened my perspective of

understanding functions of public areas, which are not only filling the urban gaps of the city, but also connecting people on different levels and caring for their everyday wellbeing.

Some may ask - if the idea seems so accurate, why isn't it already implemented? I talked to several people about the issue connected with the state of Kinna C. Most of them made it clear that there is a struggle with the unanimous definition of the Kommun centre. Due to the lack of compliance of the authorities, revitalization works were carried out both in Skene, Örby and Kinna, which resulted in a dispersed focus and insufficient funds to carry out one, larger implementation in the agreed place. Throughout Mark, small projects are carried out, such as single-family houses, road sections or private investments, which of course improve the quality of life of residents and cause satisfaction with new services, however simultaneously putting the issues of sustainable development and aesthetics of the most urbanised cities a bit aside.

FUTURE

In a city where people who use all kinds of services, live, work and study, closing the entire centre for revitalization would be an irresponsible move. Moreover, such a small commune as Mark would probably not be able to find funds for the proposed investment in a short time. Therefore, the sustainable revitalisation can be implemented in a few steps throughout the years.

If we want people to notice the changes and have a positive approach towards the next ones, we should start with the eye-pleasing element. For this reason, I would suggest that the redevelopment of the Main Square should be the first stage of the revitalization of Kinna C. It should be emphasised that this revitalization is characterised by low costs, due to the recycling of the existing pavement, replanting rather than removing trees, and sourcing the rest of the materials from local suppliers. Thanks to the introduction of a mini-park, more greenery and leisure areas, residents will be interested in further steps and there is a growing chance that further traffic difficulties will recede into the background.

Then I would focus on a less visible, but no less important stage - the problem of the water cycle in nature. The owner of the building where the Coop supermarket is located will certainly appreciate the city's investment located right next to it. Therefore, there is a chance that he will become a co-investor for the replacement of the surface with a biologically active one in the parking lot at the intersection with Lilla Lyckegetan.

At this point, in order to continue design work, fragments of asphalt should be made as detours for cars that we plan to withdraw from Main Square and "A place to eat your kanelbulle". Before commencing work, the owners of plots located in the immediate vicinity should be consulted: Rättaregårdsgatan 12, Stationsgatan 1, Klockaregatan 4, Kyrkogatan 5, Kyrkogatan 3.

In the following years, further elements of the project could be implemented, alternately giving the residents a more aesthetic or more useful change. In this way, both the needs of the residents and the environment will be met, and additionally the expenditure will be spread over several years of work.

Naturally, such changes don't come without any risks. Creating detours and limiting car traffic in Kinna C may irritate some of the residents, who used to drive up directly to their favourite services. Although, due to analysis, I discovered that there are parking lots available within a maximum distance of 200 m (3 min walk) from any service in the limited area. Moreover, the area of the design is flat, so easy to move around, and there are bus stops in the Main Square. I hope that the thought of safety for children, bikers and elderly without creating real big impediments would outweigh minor inconveniences.

I strongly believe that among all risks, these changes will highly affect the attractiveness of the place and its microclimate, which will indirectly benefit the local service providers, who may become sponsors of further positive changes for the city. I hope that residents and guests will appreciate the ongoing changes and will engage in more projects in their place of residence, creating a close-knit community and a beautiful, sustainable environment.

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RE-CREATION BRINGING LIFE TO KINNA'S
MAIN PUBLIC SPACES

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