

POSTERS & REPORTS

PERNILLA HAGBERT

POSTER PRESENTATION

- 1 WHAT YOU SAY
(CONTENT PRIORITIZATION)
- 2 HOW YOU SAY IT
(CHOOSE APPROPRIATE MEANS OF REPRESENTATION)
- 3 HOW YOU BRING IT ALL TOGETHER
(LAYOUT)

A GOOD POSTER

- A SHORT TITLE THAT SUMS UP & DRAWS INTEREST
 - SUMMARIZED ARGUMENTATION & PROPOSAL HIGHLIGHTS
 - USE MAPS, PLANS, DIAGRAMS, TABLES & ILLUSTRATIONS TOGETHER WITH TEXT! (THINK ABOUT CAPTIONS & INTEGRATION)
 - THE RIGHT USE OF GRAPHICS, COLOR & FONTS
- + (DON'T FORGET TO INCLUDE YOUR NAMES!)

SUMMARIZED PROPOSAL

- WORK WITH AN OVERARCHING STORY:
 - PROBLEM FORMULATION;
 - CHOSEN AREA/FOCUS;
 - CHOSEN SDGS & FRAMEWORK OF ANALYSIS/METHODOLOGY;
 - HOW PROBLEM IS ADDRESSED IN RELATION TO THIS AREA, USING THIS PARTICULAR FRAMEWORK;
 - PROPOSED FUTURE DEVELOPMENT/PROCESS
- ILLUSTRATE REFERENCES (TEXT & BUILT) IN AN APPROPRIATE WAY
- USE DIAGRAMS TO SHOW MAIN TAKE AWAYS

MAPS, PLANS, DIAGRAMS & ILLUSTRATIONS

- THINK OF WHAT IT IS YOU WANT TO SAY - WHAT SCALE IS THE MOST RELEVANT? (RELATIONS BETWEEN OR WITHIN)
- DON'T PUT TOO MUCH INFORMATION IN & USE CLEAR LEGENDS (WHAT DO THE COLORS/LINES/ICONS MEAN)
- YOU CAN USE “ZOOM INS” TO ILLUSTRATE CERTAIN POINTS, BUT A READER SHOULD BE ABLE TO FOLLOW THE LOGIC OF ANALYSIS (HOW DOES IT CONNECT BACK TO THE STORY AS A WHOLE?)
- MAKE SURE PLANS/IMAGES ARE CONSISTENTLY ORIENTED & BE CLEAR WHEN CHANGING SCALE!

GRAPHICS, COLOR & FONTS

- KEEP IT SIMPLE & CLEAN - THINK OF WHITE SPACE!
- USE HIGH QUALITY IMAGES
- CHOSE A COLOR SCHEME & STICK TO IT! (IF YOU MAKE DIAGRAMS/PLANS ETC IN A DIFFERENT PROGRAM - MAKE IT COHESIVE! SET A SPECIFIC RGB OR CMYK)
- HIERARCHY & LEGIBILITY (MOST IMPORTANT INFORMATION SHOULD BE READABLE FROM ABOUT 2-3 M!)
- ONLY USE A MINIMUM NUMBER OF DIFFERENT WAYS OF DIFFERENTIATING BETWEEN LEVELS OF HEADLINES, TABLE OR FIGURE TEXT, & MAIN TEXT

MÄRSTA: From the Periphery to the Spotlight

Our proposal involves creating a research center focused on sustainable transportation, improving public transportation, implementing various ecosystem services into the urban system, and replacing existing parking structures with sustainable and affordable mixed-use housing.

9

INDUSTRY, INNOVATION
AND INFRASTRUCTURE



15

LIFE
ON LAND







Arlanda

Research
Centre


Legend




Proposed Commuter
Rail Extension



Proposed Light Rail



Existing Rail Lines



Green Connections

Sustainable Märsta 2030

Introducing future growth industries and education whilst securing social inclusion

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



The main issues that were identified in Märsta in relation to Sustainability Development Goals 9 and 10 include a lack of innovative industries and a car reliant transport system which hinders the achievement of Goal 9. A divide between Märsta and Valsta both socioeconomically and physically that negatively affects equality and the achievement of Goal 10. Our proposal has three interlinked plans focusing on creating a modern sustainable industrial sector, improving public transport links and bridging the gap between Märsta and Valsta by implementing education programs and a connection of the built environment. The participation of the local and global private sector as well as the municipality, the residents and regional stakeholders such as SL and SL are key to implementing the proposals. Policywise we will introduce changes that will facilitate and complete the proposed changes to the physical environment

10 REDUCED INEQUALITIES

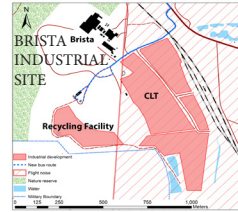
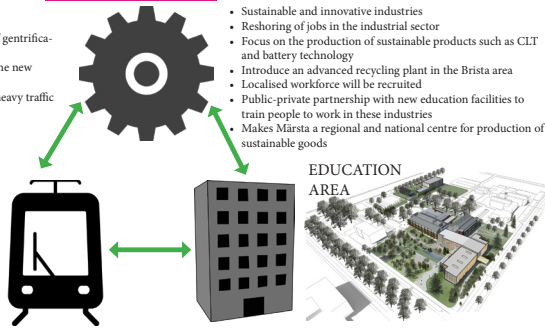


POLICY CHANGES

- Affordable housing to counter the risk of gentrification within the new developed area
- Tax incentives and funding support for the new industries
- No emission zone in Märsta targeted at heavy traffic to make industrial transport sustainable

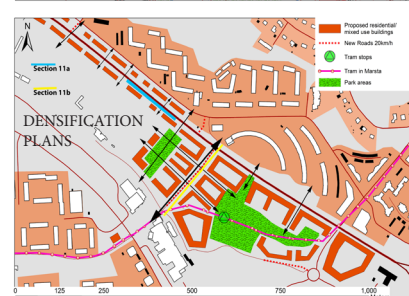
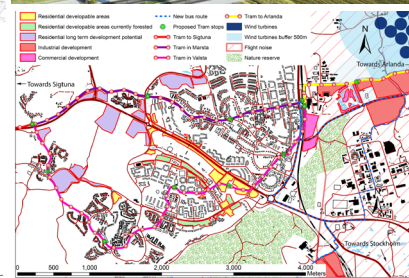
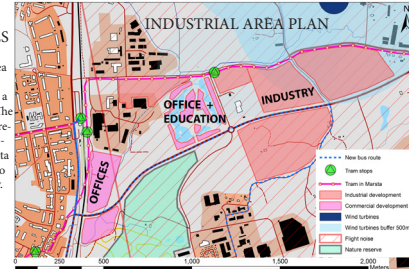
TRANSPORT INFRASTRUCTURE

- Improving the infrastructure by encouraging public transport use, making it more equitable and increasing its connectivity within the entire municipality. To do this, we propose a tramline connecting Arlanda to the new industrial area, Märsta centrum, Valsta and Sigtuna.
- The speed limit on road 263 will be lowered to 30 km/h. This will help transform the road into a street with a more urban character with a more safe environment for pedestrians and cyclists



LOCATING INDUSTRIES

The industrial area is located east of Märsta Station in a high noise area. The CLT-facility and recycling plant is located next to Brista Kraftvärmverk to increase efficiency.

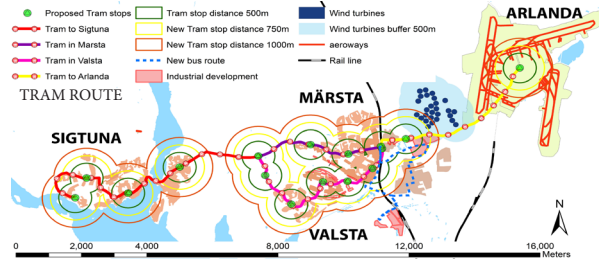


Group 9: Anton Frisk, Emma Höglund, Kajsa Lundström, Max Smyth

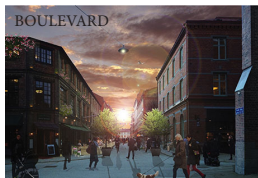
TRAM LINE

- Main station will be Märsta, also servicing Arlanda, Valsta and Sigtuna
- Built in phases
- Serves the whole population
- Reduces commuting times and car use

TRAM VISION

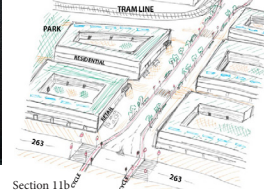


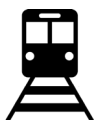
Timeline



DENSIFICATION

- In order to convince the new employees in the industries to reside in Märsta, we must plan more attractive living areas. Therefore, we plan to build integrated services and housing structures along road 263, and also introduce a new pedestrian avenue connecting Märsta and Valsta with city structure blocks on both sides with services and housing.
- The new buildings will be constructed with CLT materials produced in the CLT facility, which will contribute to a more sustainable built environment





MÄRSTA IN THE MIDDLE



- a vision for a sustainable future -

Forget cars. Forget stress, fossil fuels, loneliness and segregation. Imagine a future of connections, meetings, well spent time and freedom. Welcome to a connected Märsta. Welcome to Märsta in the Middle!

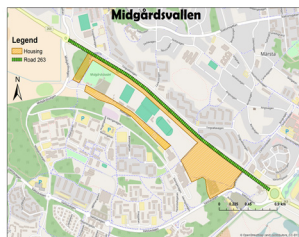
In 2030 Märsta is a central part of the Stockholm - Uppsala region. It is well connected at a regional level by railway, and commuters who live here feel that they live close to their work place in Uppsala or Stockholm. It is well connected at a local level by buses, walk paths or biking lanes, and it is easy to go where you want to go. There are not many cars anymore. As climate and sustainability issues has been taken seriously people do not consume as many products any more, but instead they spend more time on social activities, creating memories and strong networks of friendship. The dependency on Arlanda has decreased, and the local industry has a more sustainable approach, e.g. by creating sustainable fuel for the airport and the local transport businesses trucks or simply by no longer using fossil fuels.



ISSUES

- Largest amount of greenhouse gas emissions comes from the transport sector in the municipality
- End station on the commuter train - railroad track not connected further north
- Railroad capacity has reached its limits
- Separated areas
- Noise pollution
- Märsta's economic dependency on Arlanda
- Housing shortage

MIDGÅRDSVALLEN

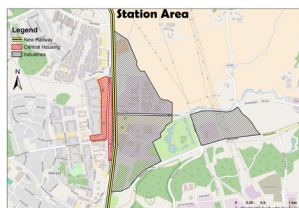


Road 263 has been narrowed and it has a low speed limit. As a city street, it is easy to cross and to walk along since pavements and bicycle lanes have been implemented.

Midgårdsvallen is an inclusive, safe and accessible green public space and a vibrant housing and local business area and meeting place. People in Märsta comes to Midgårdsvallen in all seasons, taking part of outside sports activities and inside activities in the organisation facilities on the ground floor of the residential buildings. The area is easy to reach by public transport, since all bus lines go to Midgård.



STATION AREA



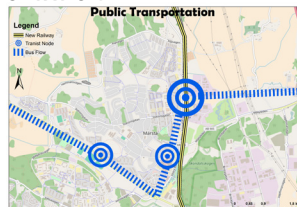
Dense, regionalised, localised. The station area has become teeming with life, with trains connecting to not only Uppsala and Stockholm, but to all of Sweden.

There is a new bus terminal here, connecting the trains and buses, and a lot more housing and services. East of the station industries associated with sustainability have been established and connected with transport businesses. With the creation of sustainable fuel solutions the transport businesses are no longer dependent on fossil fuels. There is more work available here, and in combination with the stronger regional connection Märsta is now depending less on Arlanda for jobs.



PUBLIC TRANSPORTATION

The railway extension is an important part of the proposal. The bus traffic and the commuter train is an integrated system where both parts are heavily dependent on one another and a change in the commuter train system will result in effects on the bus traffic and vice versa. Therefore the bus traffic is included in the proposal as well.



BUS: The bus lines have been improved and they are better connected with the new and larger transit nodes of Midgårdsvallen, Märsta Centrum, the Station area, Sigtuna and Arlanda. Another change that has occurred is an increased bus ride frequency that can cope with a decreased car usage and an increased population. The buses are driven on renewable fuel.

TRAIN: In 2030 it is easy to travel to and from Märsta with commuter train, since two more tracks has been built on the East Coast Line between Märsta and Uppsala so both regional and local trains can use the tracks. Märsta is now a node in the Stockholm - Uppsala region.

SDGs

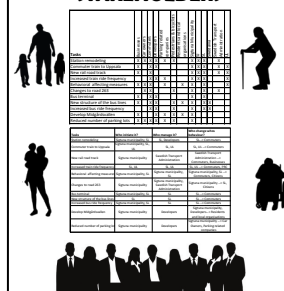


A starting point for sustainable city development is a well-developed and reliable transportation infrastructure, which is relevant in both goals. Our main focus in SDG 9 and SDG 11 is therefore transport infrastructure.

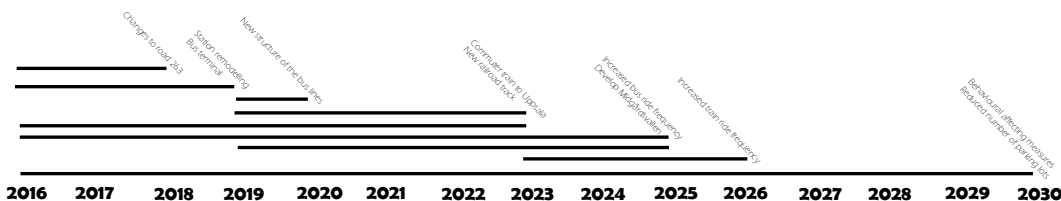
Sustainable Development Goals	Theme: Transport	Project impact: Increased regional traffic	Project impact: Increased local traffic	Project impact: Increased global traffic	Project impact: Increased local traffic
SDG 1 No Poverty	NO	+	+	+	+
SDG 2 Zero Hunger	YES	+	+	+	+
SDG 3 Good Health & Well-being	YES	+	+	+	+
SDG 4 Quality Education	NO	+	+	+	+
SDG 5 Gender Equality	NO	+	+	+	+
SDG 8 Decent Work & Economic Growth	YES	+	+	+	+
SDG 9 Industry, Innovation & Infrastructure	YES	+	+	+	+
SDG 10 Reduced Inequalities	NO	+	+	+	+
SDG 11 Sustainable Cities & Communities	YES	+	+	+	+
SDG 12 Responsible Consumption & Production	YES	+	+	+	+
SDG 13 Climate Action	YES	+	+	+	+
SDG 14 Life Below Water	NO	+	+	+	+
SDG 15 Life On Land	NO	+	+	+	+
SDG 16 Peace, Justice & Strong Institutions	NO	+	+	+	+
SDG 17 Partnerships For The Goals	NO	+	+	+	+

We evaluated our proposal in public transport by looking how they interact with all SDGs. Our evaluation resulted in 10 positive outcomes, 6 neutrals and 1 negative outcome on SDG 15 "Life on land".

STAKEHOLDERS



TIMELINE



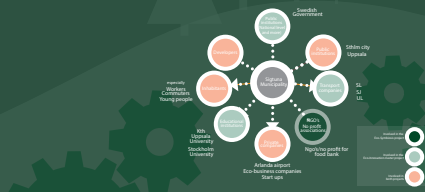
Emilia Eriksson

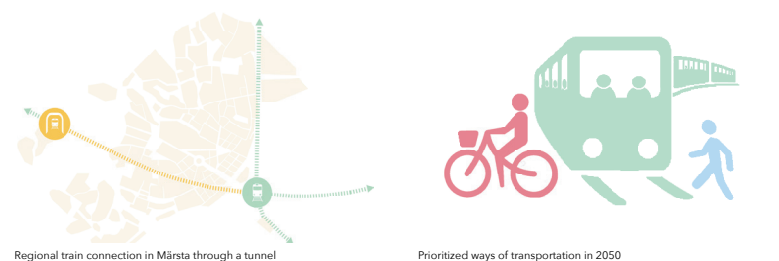
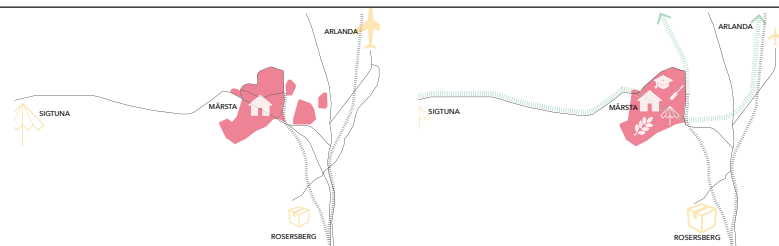
Helena Kihlanki

Erik Nilsson

David Sandelin

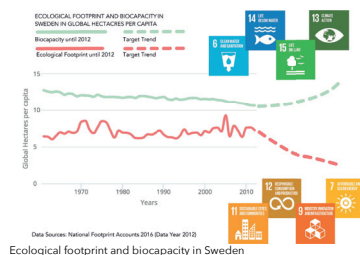
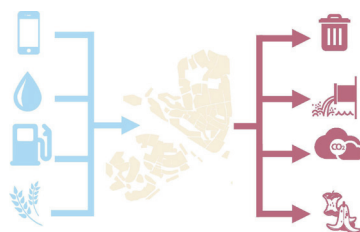
Tommaso Aquilino
Oscar Haeflner
Erika Johansson
Emma Åslund Hedman





MAKING REAL CONNECTIONS

Mårsta in 2050 will be characterized by local production, local work and local life. Everything will happen at the local scale. Mårsta will change its consumption patterns. Its people will repair instead of discard, produce instead of consume, share instead of own. This circular economy will reduce waste, build relationships, and create a sense of community. Mårsta will be a joy to navigate by bike and on foot. Its streets and roads will belong to pedestrians, bikes, and mass transit instead of cars. Mårsta and Valsta will be knitted together with a new center oriented around food production, sustainable city life, and education. Mårsta will be connected with other growing regions in the north without going through Stockholm. Job, leisure, and educational opportunities will be made available to residents of the region without needing to commute in and out of Stockholm. Mårsta will have new mass transit connections to the wider world beyond Sweden. Linkages from the Atlantic to the Baltic and from Skåne to Norrland will connect at Mårsta, enabling people and goods to smoothly move across all of Scandinavia. Mårsta will develop without depending on Årlanda airport. Work opportunities will be found within Mårsta itself, and the importance of the airport will diminish. Mårsta will be connected to its surrounding biosphere so all living beings can share the city and contribute to its welfare. One will be able to walk across the city without leaving green space, and the city's vegetation will clean its water and air naturally. We are excited to present to you this vision of a shared, connected, and integrated Mårsta.





scenarios

- Climate Change
- Peak Oil
- Reached planetary boundaries
- Cultural and religious conflicts
- Inter- and intragenerational injustice



GLOBAL MIGRATION

by 2050



~200 Mio.
migrants¹



~2 Mio.
migrants



~500.000
migrants



~40.000
migrants

SUSTAINABLE MÄRSTA IN 2050

Integration of 40.000 new inhabitants

- Development of three new residential areas
- Densification of existing urban areas
- Community supported buildings and institutions, like community kitchens, "House of One" church, community gardens, indoor & outdoor public spaces
- Inter-generational and -cultural housing
- Education on culture



When Marsha was five, she moved to Märsta from the Maldives. She had to move because her home was destroyed by the rising sea levels. In her new home-town, she found a community, where she can practice her culture and learns skills for living a sustainable life.

- Connection of the green surroundings with urban green spaces
- Supporting biodiversity in existing green space
- Preserving natural green space, if possible



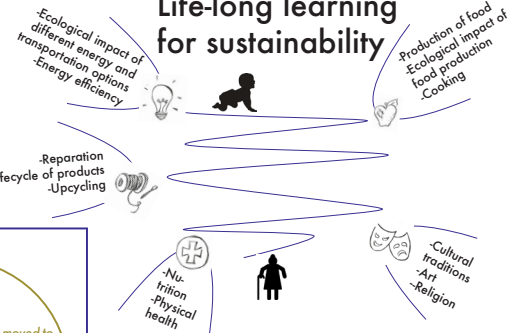
Green connections

Emission-free transportation



- Good bike lane network and expanded bike-parking
- Two tram lines: Arlanda-Märsta-Sigtuna and "circle" tram connecting Märsta's centurms
- Two mobility hubs supporting electric cars and car sharing
- Primarily pedestrian roads and car-free areas
- One-way streets

Life-long learning for sustainability



Energy

- Decentralised energy supply from:
 - Geothermal energy, wind energy, solar, bio gas, hydropower
- Education on energy-saving behaviour
- Energy-efficient buildings



Local production and use

- Food production on local farms and rooftop gardens
- Shops and markets selling locally produced products
- Production of clothes and bikes in local factories
- Restaurants using locally produced food

REPORT

- 1 WHAT YOU SAY
(IN WHAT ORDER)
- 2 HOW YOU SAY IT
(LINES OF ARGUMENTATION)
- 3 HOW YOU BRING IT ALL TOGETHER
(RED THREAD)

MAPS, PLANS, DIAGRAMS & ILLUSTRATIONS

- PLACEMENT IN RELATION TO TEXT
- MAKE SURE TO PROVIDE CAPTIONS OR DESCRIBE IN ADJACENT TEXT - IT SHOULD BE USEFUL!
- (IF USING IMAGES YOU YOURSELF HAVEN'T MADE/TAKEN, CLEARLY STATE SOURCE!)
- THINK OF THE READER - SHOULDN'T HAVE TO JUMP TOO MUCH BACK AND FORTH BETWEEN PAGES
- MAKE SURE PLANS/IMAGES ARE CONSISTENTLY ORIENTED & BE CLEAR WHEN CHANGING SCALE!

GRAPHICS, COLOR & FONTS

- DON'T OVERDO IT!
- KEY IS THAT THE READER CAN ORIENT WHERE IN THE TEXT ONE IS (PAGE NUMBERS IS A GIVEN)
- CHOSE A COLOR SCHEME & STICK TO IT
- HIERARCHY & LEGIBILITY - USE ABOUT THREE LEVELS & BE CONSISTENT WITH HOW YOU FORMAT
- ONLY USE A MINIMUM NUMBER OF DIFFERENT WAYS OF DIFFERENTIATING BETWEEN LEVELS OF HEADLINES, TABLE OR FIGURE TEXT, & MAIN TEXT

Equality through connections

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Sustainable Urban Planning and Design

KTH Royal Institute of Technology
October, 18, 2016

Equality through connections

1. Abstract

We live in a world full of inequalities and the city of Märsta is not an exception. In a municipality where 28% of its inhabitants are born abroad (Sigtuna kommun, 2016), inclusion should be one of the most important focuses of improvement. The UN established 17 Sustainable Development Goals regarding subjects from poverty to climate change. By implementing two of them this report will plan for Märsta to be a more sustainable city not compromising any of the other goals.

The purpose of this report is to create a proposal that will form an equal community for everyone by vanishing barriers between areas and connecting them in a sustainable way, also new modes of transportation will be implemented. As well, citizens will have the opportunity to be part of this change with an increase in citizen participation.

This has been done by applying different methods, like getting to know the area by visiting it, finding relevant reference projects and doing discourse analysis on them. By implementing the proposal Sigtuna will become a more sustainable and equal municipality. The implementation will require investments by the municipality. The investment will however pay off in terms of equality and sustainability and it's also likely to contribute to economic growth.

2. The geographical area of Märsta

Märsta is the central county of the municipality of Sigtuna. It is located approximately 40 kilometers north of the inner city of Stockholm, a little over seven kilometers from Arlanda airport's main entrance. Märsta is pointed out as the northernmost city core in the regional plan of Stockholm, where this polycentric city structure is promoted for a sustainable development of Stockholm (RUFSS 2010, 2010). The area Märsta-Arlanda is today quite sparse and has weak internal connections. Making Märsta, Arlanda and Arlandastad into a more integrated and connected area is mentioned in Stockholm Regional plan. Arlanda airport provides many job opportunities and the surrounding area is considered to have good potential for business services while housing would not be suitable because of the noise pollution (RUFSS 2010, 2010). Nowadays Märsta is connected to Arlanda by buses and to the center of Stockholm by commuter train.

Sigtuna consists of several quite scattered living areas, Arlanda airport and it's surroundings. Today the connections between these areas mainly consist of big roads for cars, with separated smaller lanes for bicycling and walking. The only public network between Märsta and Arlanda is by bus, but according to the municipality most people living outside Märsta do not know this. The focus area for this proposal will be the area between the center of Märsta and Valsta, south west of Märsta. Valsta was built during the million program and is therefore characterized by a separation of traffic and a structure where Märsta and Valsta is geographically separated from each other (Stockholms stad, no date).

Sustainable Transportation Research Center

The current development plan for the Arlanda area, *Airport City Stockholm*, is a project managed jointly by Sigtuna Municipality, the state-owned Swedavia, and the property development company Arlandastad Holding. A new “airport city” is taking shape around the airport and the vision emphasizes the good opportunities for both large and small companies to grow and develop, expecting to create 50,000 new jobs by 2030. The *Airport City Stockholm* project is planned as a ‘cluster’ mainly focused on logistics and transport companies, conferences and services, but also on technology and research. One of the areas, located in the middle of the airport city, is *DriveLab* – a centre for training and development in road safety, green transports, and an arena for the future automotive industry (ibid.)



Image: *Airport City Stockholm - Urban Design Strategy (2013)*.

Despite new job opportunities being created, there is an issue regarding dependency on jobs in connection to the inherently unsustainable aviation industry and on raised levels of consumption. Therefore, our proposal contains an alteration of the existing plan for *Airport City Stockholm* by implementing a research centre for sustainable transportation instead of the proposed *DriveLab*. The research centre will focus on developing new forms of sustainable transportation, and it is our hope that the research conducted here will lead to technological innovations within the transport sector, helping to improve issues with carbon emissions and other harmful environmental effects. Märsta is a great location for this type of research since it is strategically located close to a major highway, railway, and international airport, as well as highly ranked universities and institutions, including Uppsala University, Swedish University of Agricultural Sciences (SLU) and KTH.

Segersång, the current situation

The following section will present the current situation of Segersång; what is there and what is not, and also what possibilities to work with. This current-state-analysis will later be used as a basis for future development and possibilities. The municipality's current plans for Segersång and Nynäshamn in general are summarised in Appendix B.

What is there

As Stockholm is becoming more dense and congested, people choose to move to rural municipalities with proximity to Stockholm such as Nynäshamn and thus Segersång. Even though Segersång's population is smaller than the Garden City's, which consists of around 30,000 inhabitants (Howard 2007), it could be compared to a Garden city because of this movement and decentralization phenomenon.

Segersång is a village, which was first developed in 2003, and with a growing population, due to the railway, Segersång has gone from a place consisting of summerhouses towards a permanent residential area with about 600 inhabitants. This is a positive trend of an increasing number of inhabitants, which seems to continue. The village holds a rural and hilly structure where villas, wooden houses painted in red (see figure 2.), are sprawled out along blind alleys surrounded by an infinite amount of greenery, a feature that makes the area less welcoming for visitors (Bagaeen & Uduku 2010). This implies a significant character, which gives the area its countryside feeling and strong identity.

Nynäshamns Municipality (2015) made a report of all of the villages in the municipality. An interesting note and also a bit alarming is that the fear and feeling of safety is relatively low in Segersång. It is noted that the inhabitants of Segersång are afraid of people that drive their cars too fast and burglaries. Both these fears are projected on 'the others' and people that do not live in the community, which in the long run could be connected to the fear of safety in gated communities (Bagaeen & Uduku 2010). According to the arguments by Bagaeen and Uduku (2010), a patterns of self-wanted segregation, people moving out from a city and building up their own isolated and exclusive community, can in the long run lead to areas associated with gated communities. The unilateral building structure and quite high land prices for the area attracts a certain group of people, which can increase the segregation in the region. The situation within Segersång could be seen as a non-segregated area due to the homogenous group living there and the lack of another type of group, outcast or not.

Rural hilly structure
Red villas
Sprawl
Blind alleys
Greenery
Countryside feeling
Strong identity



Figure 2. Segersång (Nynäshamn municipality 2012)

Preconditions

The development of contemporary Ösmo is closely tied to the railway stretching from Stockholm to Nynäshamn, established in 1901. The location of the railway is vital for the opportunity for everyday commuting for residents in and around Ösmo. East of the railway runs road 73, the logistical backbone of Nynäshamn municipality, it connects to Stockholm and are since 2010 classified as highway. Through the southern parts of Ösmo runs another of the municipalities most important traffic routes, road 225, leading from Södertälje and connects to road 73 outside of Ösmo. These infrastructural routs are central to the current and future planning and development of Ösmo and surrounding areas.

From the 1960's and onwards Ösmo was the main residential area for employees of the military base on the island Muskö, 20 kilometres east of Ösmo. Hence, much of the planning in Ösmo have been focused on providing living space for families while the working place, for the mostly male workforce, was located outside the community. Dominant places for employment in Ösmo today are within public services as elderly care and school institutions, well as in small private firms. This shift in employment structure demarks a change in focus from traditionally male dominated sectors of the labour market into today's female dominated sectors primarily coded as female workspaces. In current commuting trends for the municipality shows that a larger share of men commute to other municipalities for work, while females commute within Nynäshamn to a larger degree.

This could mirror the composition of the labour market as a large share of working opportunities in Nynäshamn is connected to public services.

The contemporary planning is steered by a number of key documents, a detailed comprehensive plan for Ösmo were developed in 2006⁶ and points out a number of development areas in, mostly focusing on possibilities for densification and extended supply of services, as well as connections to the contemporary public transport. In 2009 a detailed plan for densification of the central parts, and further exploitation of areas south of Ösmo were presented⁷. In the current municipal comprehensive plan for Nynäshamn⁸, from 2012, the focus on densification is stressed further. A goal of 500 new dwellings in the central parts of Ösmo is presented; of these most will be multifamily housing. South of Ösmo an area consisting of around 350 new dwellings, primarily consisting of single-family housing, is planned. The planning of new housing thus enforces a spatial separation between dwelling types.

Regarding accessibility the detailed comprehensive plan stresses the need for further investments in walking and cycling environments in the central parts of Ösmo. The importance of

put larger focus on sustainable modes of traffic - cycling, pedestrian and public transport. Currently, car based traffic is highly important for the municipality as a whole, and also for Ösmo, both for freight traffic connecting from Södertälje and Stockholm to Nynäshamn harbour area, as well as for private commuting traffic. Patterns of car ownership shows a large share of male ownership⁹, which could point towards a gendered pattern of transport mode choices, even though solely ownership do not portray actual use.

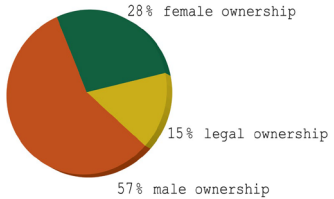


Figure 10: Percent of car ownership between the sexes in Nynäshamn municipality
Source: Trafikanalys

A major intervention in the traffic infrastructure of Ösmo is the planned conversion of Nyblevågen into an urban, city street, with safer environments for pedestrians and cyclists. These plans are mentioned both in the detailed comprehensive plan from 2006 and in the 2009 detailed plan for central and south Ösmo.

In the municipal comprehensive plan public spaces are noted as areas for consumption of public and private services, but also as important spaces for interaction and leisure activities. No further specific plans for the public spaces of Ösmo are presented in this document. A separate plan for refurbishment of Ösmos most central public space are currently being developed, a need that was discussed already in the detailed comprehensive plan from 2006. In the current plan a number of key challenges are lifted, as lack of functions, poor supply of services, unsatisfactory aesthetics and physical design. Constructions of the first phase are already begun, in this phase parts of the central parking area and entrance road will be refurbished and bus stops will be relocated to stop the busses from entering the inner parts of the central area.



Image 2:
Housing area Musköten