**STATION EVALUATION MATRIX**

**THINKING BEYOND THE TRAIN STATION**

New concept of train station as a part of social infrastructure

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**STATIONS ARE DIVIDED IN THREE MAIN GROUPS AS LARGE, MEDIUM AND SMALL.**

**CRITERIA OF EVALUATION ARE DIVIDED INTO TWO GROUPS ACCORDING TO WORKED BOOK, BHV 726.**

**HOW TO USE THE MATRIX**

1. **DECREASE THE NUMBER OF VEHICLES DRIVING TO THE STATION.**
2. **PARKING PLACES FOR VEHICLES, IN A LIMITED NUMBER OF STATIONS.**
3. **ACCESSIBLE ONLY FOR PEOPLE WHO HAS TRANSPORTATION IN THE COMMUNITY.**
4. **ACCESSIBLE FOR ALL PEOPLE.**

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**COMMUNITY**

**COMMUNITY CENTER**

**STATION STRUCTURE**

**STATION SURROUNDING AREA**

**THEORETICAL FRAMEWORK**

**COMMUNITY PLAN**

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**STATION SCHEMES**

**COMMUNITY SURROUNDING AREA AS PART OF SOCIAL INFRASTRUCTURE**

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**THE CHALLENGE OF MAKING HALFCITY FEEL NEIGHBORHOOD**

Spiegel Online, 26 August 2018

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**SCHOA, E. (2017)** The challenge of making Halflcity feel neighborhood. Spiegel Online, 26 August 2018

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**Stockholm 2014**

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**STOCKHOLM 2014**

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**STATION EVALUATION MATRIX**

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**FIGURE 1: STATION SCHEMES**

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**FIGURE 2: THEORETICAL FRAMEWORK**

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**FIGURE 3: COMMUNITY SURROUNDING AREA AS PART OF SOCIAL INFRASTRUCTURE**

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**FIGURE 4: THE CHALLENGE OF MAKING HALFCITY FEEL NEIGHBORHOOD**

Spiegel Online, 26 August 2018

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**STATION SCHEMES**

**COMMUNITY SURROUNDING AREA AS PART OF SOCIAL INFRASTRUCTURE**

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**STATION SCHEMES**

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**THEORETICAL FRAMEWORK**

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**COMMUNITY PLAN**

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### ABOUT HANDEN SOCIAL INFRASTRUCTURE

- **Libraries:**
- **Schools:**
- **Parks and Nature Reserves:**
- **Community Centers:**
- **Healthcare Facilities:**
- **Sports Facilities:**

### LAND USE WITH 600/1000M RADIUS AROUND HANDEN COMMUTER TRAIN STATION

- **Residential Use**
- **Commercial and Retail Use**
- **Cultural and Entertainment Use**
- **Public Services and Utilities**
- **Open Land**
- **Green Recreational Areas**
- **Industrial Use**

### ANALYSIS OF STRUCTURE OF HANDEN COMMUTER TRAIN STATION (SCHEME)

- **Public Accessibility**
- **Available Transportation Services**
- **Sections of Elevated Paths in Handen Commuter Train Station**
- **Map is based on geographical data provided by Lantmäteriet (year 2012). Some new landscape elements are missing since they are in the process of being planned.**

### LANDSCAPE SERVICES AVAILABLE TRANSPORTATION

- **Public Transit:**
- **Park and Ride Facilities:**
- **Bus Stop Accessibility:**

### CASE STUDY LOCATION AND ANALYSIS

- **Handen Commuter Train Station:**
- **Amount of People Living within 200m-400m Radius:**
- **Impact of Changes in Structure and Composition:**

### ABOUT HANDEN SOCIAL INFRASTRUCTURE

- **Population Statistics:**
- **Education Level:**

### CASE STUDY LOCATION

- **Handen Commuter Train Station:**
- **Area Without Commuter Train System:**
- **Commuter Train Time for FIN Location:**

### Analyses Consider Movement of Pedestrians along Existing Roads Excluding Motor and Bus Traffic.

- **Maneuvers:**
- **Time Estimations:**

### Problematik Potentiale in Handen Station

- **Problems and Potential Solutions:**
- **Implementation Strategies:**

### Conclusions

- **Tourism Impacts:**
- **Environmental Considerations:**

### Handen Commuter Train Station Evaluation Matrix - Results & Conclusions

- **Amount of People Living within 200m Radius:**
- **Amount of Passenger Evaluation Marker:**
- **Amount of Bus Tours:**
- **Amount of People Living within 800m Radius:**
- **Amount of People Living within 2000m Radius:**

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*Photo by author*
The provision of social infrastructure is one tool that can be used to assist with the integration of new residents, promote social interaction and enhance the overall quality of life within a community. The success of such interventions will also have effects on the outcome of the chosen programmes.

The availability to place social programmes of different station scales will affect the possibility to implement addings and plugs-ins. Since the stations are a part of the public transportation system, they are usually two meters high. This makes them suitable for free-standing installations. However, projects that require more space and are permanent in nature need to be installed at the station platform. Since the stations have no ticket control and are usually open to the public, it is possible to have different types of use within the station concourse.

Small station: Station is located in the eye of the surrounding area. There is a strong focus on the development of the station area as a space for cycling enthusiasts. The station is not so big that it can allow using the free space for other interventions. Users/actors: local residents, commuters.

Medium station: The station is part of the public transportation system and has a smaller foot traffic. The station is usually two meters high. This makes it suitable for free-standing installations. Projects that require more space and are permanent in nature need to be installed at the station platform. Since the station has no ticket control and is usually open to the public, it is possible to have different types of use within the station concourse. Users/actors: local residents, commuters.

Large station: The station is a part of the public transportation system and has a higher foot traffic. The station is usually two meters high. This makes it suitable for free-standing installations. Projects that require more space and are permanent in nature need to be installed at the station platform. Since the station has no ticket control and is usually open to the public, it is possible to have different types of use within the station concourse. Users/actors: local residents, commuters.
2.2. Square/ permanent meeting point

SQUARE BETWEEN NAJADEN AND HANDEN TERMINALEN

2. CENTRAL PART OF THE STATION PLATFORM AND EXISTING SITUATION

1.8. Promenade

1.2. Open air cinema/temporary events

1.1. Skate park/seasonal use

1.7. Station (bytespunkten) as a meeting point

Derived from research conclusions
Visible networks, free spaces for art and culture

SOCIAL INFRASTRUCTURE

DENSIFICATION

Innovative high density locations bring to the station area to combine train station, urban design and living, creating strong identity and sense of community.

Diversity of cultural expressions has to be visible

SOCIAL RESILIENCE

Affordable mixed use programme located around the train station area

Sustainable structures should be developed to support local initiatives and new social infrastructure and creates strong identity and sense of community.

MINED USE AREAS

To concentrate use area close to the station

壕 to be focusing on school and education

Focus on activities targeting the youth

Focus on activities targeting the children

Focus on activities targeting the elderly

LINKAGES BETWEEN SMALLER NEIGHBOURHOODS

Affordable mixed use programme located around the train station area

Creation of social infrastructure, network where train station becomes a part of this infrastructure and creates strong identity and sense of community.

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SECTIONS

SECTION A: NORTH ENTRANCE TO THE STATION THROUGH HANDEN TERMINALEN. THE EXTENSION OF RUDANS BRIDGE LEADS TO RUDAN'S NATURRESERVAT AND RUDAN LAKES.

SECTION B: SOUTH ENTRANCE TO THE STATION THROUGH HANDEN TERMINALEN. ELEVATED PATH WILL ALSO HAVE SEPARATE LINES FOR BICYCLISTS MOVEMENT AND SMOOTH CONNECTION TO RUDAN'S NATURRESERVAT.

SECTION C: SLEIPNERVÄGEN (STREET) WITH NEW STUDENT APARTMENTS AND CHANGED TRAFFIC FROM CAR TO PEDESTRIANS AND BICYCLES MOVEMENTS.

The visualisation is suggested by Nyrens Arkitektkontor from Gestaltningförslag för del av stadkärnan, Haninge Centrum.