



Malmö Strategic Plan

Background

Malmö has within the Matruschka project chosen sustainable development of Lindängen as a theme. The strategic planning describes the way forward from the starting point described in the baseline study, focusing on the physical structures of the area. The strategic planning is written by Annika Kruuse and is based on material from Malmö city planning office.

Sketches of change

Area around Munkhätte road's southern part

Through renewal around the southern part of Munkhätte road, improvements are suggested that are of great value for the whole area. The vision is a well defined and inviting centre adjacent to an attractive area where a broad supply of public attractions draws people. Around Lindängen centre a more clearly defined urban structure is created with a broader offer of service. Housing is increased and completed with new sizes of flats.

Munkhätte road

The street will be narrower and is framed by completions of buildings and trees and it is made more inviting for pedestrians and bikers. The new streetscape is planned and furnished for different social activities, with areas inviting to stop and meet, for instance playgrounds, areas for skateboarding and boules, places to sit, fountains, and plantations.

Lindängen centre

The centre is completed with extensions, possibly a market hall, and more commercial space is made available. The area to the west of the centre is converted into a square with room for market vendors, second-hand markets, and public events. The whole center is announced towards and interacts with the surroundings – both Lindgården with its possible extensions and added stores and with Lindänge school that is suggested to have a new entrance area with a culture house.

Vårsången 6

Vårsången 6 is completed with new housing towards Munkhätte road and is given the possibility to add another storey on the existing buildings.

Munkhätte road tomorrow

Green area that binds together

The traffic on Munkhätte road is expected to increase from today's 7 000 to 10 000 vehicles per day in the year 2015. Even for the increased traffic one lane in each direction will be enough and two of the four lanes can be removed. The space can be used by pedestrians and bikers, short time parking or a possible future tram. Munkhätte road is changed from a barrier to a green area.

Reduction of width by half

Munkhätte road's southern lane is kept as a lane. The northern lane can be developed step by step until the future development of a tram in Malmö is certain. In the first step plantations can be made in the lane. To increase safety and possible choices biking lanes are built both





on Munkhätte road and Lindängs road's – either on the present lane or on a stretch adjusted to the future tram. A turning space for buses is arranged by the centre to replace the existing one.

In a second step the northern lane is adjusted for the future tram, and then a new biking lane will possibly be needed. Public transport could be given a common and clearly announced centre by Lindängen centre, where all buss lines stop.

Tunnels under the road

Removal of one of the tunnels under the road near Lindängen centre has previous been discussed. The intention was to improve safety and create a better urban environment. The passability for bikers would be impaired though and the possibilities for children to reach schools and leisure time activities in a safe way would decrease. In this proposal the tunnels have been kept.

Increased safety and clearness of structure

Lindänge school and Lindängen's centre are situated opposite each other on each side of Munkhätte road. They both lack clear entrances and approaches. By creating a broad passage over Munkhätte road and new approach roads both the school and the centre could be more visible towards the road. The new passage can be regulated as "walking speed area" to give pedestrians and bikers high priority and safety. The passage must be designed for visually impaired and disabled persons. More crossings on the street level and improved design of tunnels together with a narrower street will increase the possibility to move around safely in the area.

Reduced speed

Munkhätte road has a speed limitation of 50 km/h. It is desirable that the speed after redevelopment is limited to 40 km/h and that the crossings for pedestrians and bikers is secured at 30 km/h.

A narrower street gives better conditions reduced speed and increased safety. The suggested speed reducing crossing between the centre and the school leads to lesser distances between crossing points and thereby reduced speed

Future characteristics of Lindängen

Inviting areas and places – important elements in the urban structure

Public space contributes in giving identity and character to Lindängen and makes it attractive to be in. The design of public space is important for navigation, clearness and comfort in the area. Inviting biking and walking lanes add safety, life and dynamics. The goal is to strengthen Lindängen's identity.

More housing in Lindängen centre will automatically lead to more movement which in turn generates more security and a safer centre. Attractive spots create good meeting points. Public space should be inviting urban rooms and larger spaces should offer space for e.g. market trading. Other areas can offer simpler activities like e.g. picnic.

Paving

Working with different paving on different places and biking and walking lanes will make it





easier to navigate in the area. Characteristic paving will bring yet another dimension to the quality of space.

Plantations

The green is together with buildings and roads the fundamentals of the urban fabric. Choice of trees and other plants has great impact on the character of the area. Lindängen has many large trees planted in the 1970ies. Unfortunately many elms are struck with the elm's disease and have to be removed. It is essential that these trees are replaced with new ones. Planting new trees is a possibility to bring new expressions to the area.

Removal of bulky and scrubby bushes can set off the existing trees and create openness and a better visual contact.

Tunnels for bikers and pedestrians often have concealing bushes around the entrance which creates unsafeness. Replacing the bushes with lower vegetation or cobble stone would make the tunnels safer.

Good management of green space in general is important for how the area is conceived.

Lighting

A concept of lighting for Lindängen should be prepared. Good lighting contributes to a safe environment and beautiful evenings and nights. Lighting of trees and houses can create an aesthetic and attractive environment. Beautiful electric fittings along walking and biking lanes give character to the area. Tunnels can be experienced as safer with the right kind of lighting. Lighting is a great part of night time environment, is easy to change and can be used in a playful way.

Meeting places

To give people of different backgrounds and ways of life opportunity to meet and see each other in daily life public space should accommodate many different functions and opportunities. There are social and integration promoting gains to be made on designing public space in a way that different groups of people are attracted to them and through the exciting meetings that can result.

A living city district

A clear, superior structure, and suitable choice of material for public space and parks will put focus on new sides of Lindängen and in that way generate a safer, more attractive and living city district.

Lindängen centre tomorrow

A living centre

It is urgent in southern Fosie to create a more living and inviting city district centre with an enlarged supply of service and with nicer place for being and meeting. The centre should have a welcoming design with a more obvious announcement towards the surrounding.

Suggestions

A clearly designed sequence of urban space connects the different functions in and around Lindängen centre. A line marked with paving is established, leading from the restaurant building to the north through the centre towards the school south of Munkhätte road. A





coherent sequence of places and buildings gives Lindängen centre a strong and clear identity.

The one storey building to the east in the area facing Munkhätte road should be extended with a two storey building with service and shopping on the ground floor and housing or offices on the higher floors. The existing office building can hold shops on the ground floor. The first floor can hold offices related to the city district administration and starting environments for smaller businesses.

The smaller one storey building could be rebuilt or replaced with a new building that holds a market hall or a bazaar. A building like that can contribute to a new attractive profile for Lindängen centre.

The parking space in the western part of the centre can be designed for market trade at times and be furnished with plantations and places to sit down. It is desirable with an overlap in functions at different times and days.

An extension and adding of storeys are suggested for Lindgården, north of Lindängen center, to get more housing. On the southern side of Munkhätte road to the north of Lindängeskolan a new building is suggested that will hold cultural activities, among others a library..

Vårsången 6 tomorrow

Additional housing

The existing three storey buildings should have another storey added. This addition can hold approximately 30 flats with large terrasses.

Complement and develop

In the area facing Munkhätte road new buildings are suggested. Lamell houses are placed so that the existing vegetation in the western and eastern areas can be saved. The houses are placed on top of underground garages, about one meter above ground level. Approximately 75 flats, mostly four room flats, and also some space towards Munkhätte road for different activities can be held in the houses. Activities that have been discussed are a preschool and service for elderly people.

Parking

The new houses will be built on existing parking places on the ground. With the new houses and extensions there will be an increased need of about 120 parking places. There is room for about 20 parking places on the ground and a new garage holds about 190 parking places. In the existing underground garage there are more than 40 parking places that are not used. All in all will that cover the need for parking in the area.

Consequences

Social consequences

Housing

There are about 900 rental flats owned by two private property owners in the described part of the southeastern part of Lindängen. There are 540 rental flats in the northwestern part of Lindängen and about 1 100 owned flats in the area west of Lindängs park. The turnover rates are high in the rental flats today.

The strategic planning gives 200 new homes through building and extensions.

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- In Vårsången 6 there are plans for about 100 new flats.
- Possibilities of complement with 50 flats in the Motetten block
- At Lindängen centre about 60 flats will be added on the property that holds the centre and in Lindgården.

Consequences; Lindängen gets increased and more varied housing, leading to a decreased pressure on the housing market in Malmö och bring new groups of people to live in Lindängen.

The plan aims at making Lindängen more attractive for living through complementing ways of living, creating new urban qualities with a clearer and safer structure and making the establishment of new services possible. The plan means a densification making the area more all-round and nicer.

Children's perspective

Lindängen has good opportunities for offering a good urban environment for children as well as grownups. Perhaps it is most urgent to improve the environment around Lindängen centre. The strategic plan will improve traffic safety situation on Munkhätte road that divides Lindänge school from the centre.

City council service

The strategic plan will create opportunities for the city council service to be performed in a safer environment, furthermore new attractive places for it will be built. Lindängen centre can offer offices suitable for city council service both in existing buildings and in new extensions. Lindgården can be developed and extended. The suggested cultural building can be an interesting building that partly holds city council service.

Commercial service

The suggested densification and extension Lindängen centre will increase commercial activities. New housing give a larger basis and good conditions for remained or increased commercial activities.

Safety

The strategic plan will change Lindängen centre from isolated parts into a denser, more peopled and all-round urban environment. The overlarge Munkhätte road decreases to half of it's width, creating conditions for increased safety in traffic. The biking/walking tunnels are shorter and can be made lighter and safer.

Meeting places

More people moving around on squares and streets strengthens public space. More developed meeting places will make the urban environment safer and nicer.

Participation

Several city districts in Malmö still have a rather high unemployment rate, one of them is Lindängen. Some inhabitants of Lindängen is experiencing being outside the social barriers. People that live or work in Lindängen often describe a feeling of insecurity. Part of the work with breaking the experience of being outside the social barriers in the city district is allowing the inhabitants access to the processes of renewal and participation in the work.

