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3: Green Visions: Greenspace Planning and Design in Nordic Cities, Stig L Andersson et al., 2021

After our first research we started to get a grasp of the potential this semi-public space can have and what interesting solutions it can provide to shape a neighbourhood and the interactions that happen within them.

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When using "our" city, we often get alienated by its nature, depending on how we move, we feel excluded from vast spaces of its area, and many places, although accessible, seem dead and lacking any inviting character. Our private space is scarce and expensive, while much of the city's area lies idle, scarcely used and contradicting reasonable measures of utility. Should not we, as interaction designers, try to improve that situation? However marginal the contribution might seem? Do something where our skills seem to find their perfect application scenario? We want to create systems for better interaction with each other and with the "public infrastructure". We want to motivate others to participate and innovate by themselves. We want to "hack" the bureaucratic and prohibitive system to create some controversy but more importantly, some value.

Whilst getting oneself into these mills of permits, institutions and the public our motivation is also heavily focussed on a prototyping and realistic approach. In a "how far can we get" manner we also hope to get a feeling of where our skills can be useful and how a certain change can or should be achieved. With a curious and open mindset we hope to be able to interact with a variety of different actors and learn from different institutions and disciplines.

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## 1. Research Field

underlying issues, reasons, statistics and how this shift from the productive, public spaces we know as streets happened his-"public space" and inquiries on its appli-From this broad overview regarding our issue, it draws conclusions regarding It discusses our stance in regard to cars for our process and the ambition to enact argumentation ground for our concept. research questions and forms the basis our work methodology, formulating a and the infrastructure they consume, torically. It tries to analyse the term spaces we had to the unproductive This chapter dives into the hypothesis that is reflected in our cability for describing the street. change.



Asphalt Tears — Impression of Action

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**Conclusion** Contribution Future Steps

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