

The subway station

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The subway system and the subway station is an environment with very high demands regarding usability, accessibility, sustainability and social inclusion. It is from a democratic point of view very important that this system works giving everyone access to the city and connect different parts of it.

The subway station could easily be a claustrophobic and stressful environment for the human being, located in the underground with no sense of daylight. In a physical way the subway station have to deal with the complicated situation of bringing a lot of people from street level into to the underground and into a train. The station and subway system should also be able to work for all kinds of people inhabitants of the city as well as tourists and visitors, the users also have different ages, cultural backgrounds, and different kinds of disabilities.

The subway station is located underground an environment that could be seen as hostile for the human, this creates extra high demands regarding sensory aspects. The materials have to be strong and durable as well as varied and relate to the human scale. The subway stations in Stockholm are often of a high quality, regarding art and architecture and are called "The longest art exhibition in the world".

In this work I want to experience and investigate the environment in the subway system with emphasis on the station. The central questions are: what kind of spatial elements bring sensory qualities to this environment, and how is it made accessible in a physical way? The work is mainly based on photographs taken during travelling on the red and green line a weekday.

The subway station

Image source:

SL
<http://sl.se/ficktid/karta%2Fvinter/Tub.pdf>



Geographically correct subway map

Image source:

Wikipedia

http://commons.wikimedia.org/wiki/File:Stockholm_metro_map.svg



Signs and movement

Signs and graphics are very important aspects making it possible to orientate in the subway system

Image source:

SL

<http://sl.se/sv/Resenar/Valja-biljett/Kopstallen/Biljettautomater/>



Turnstiles in the subway a good step for accessibility?

Making it harder to travel without a valid ticket SL have made investments replacing all old turnstiles with new ones.

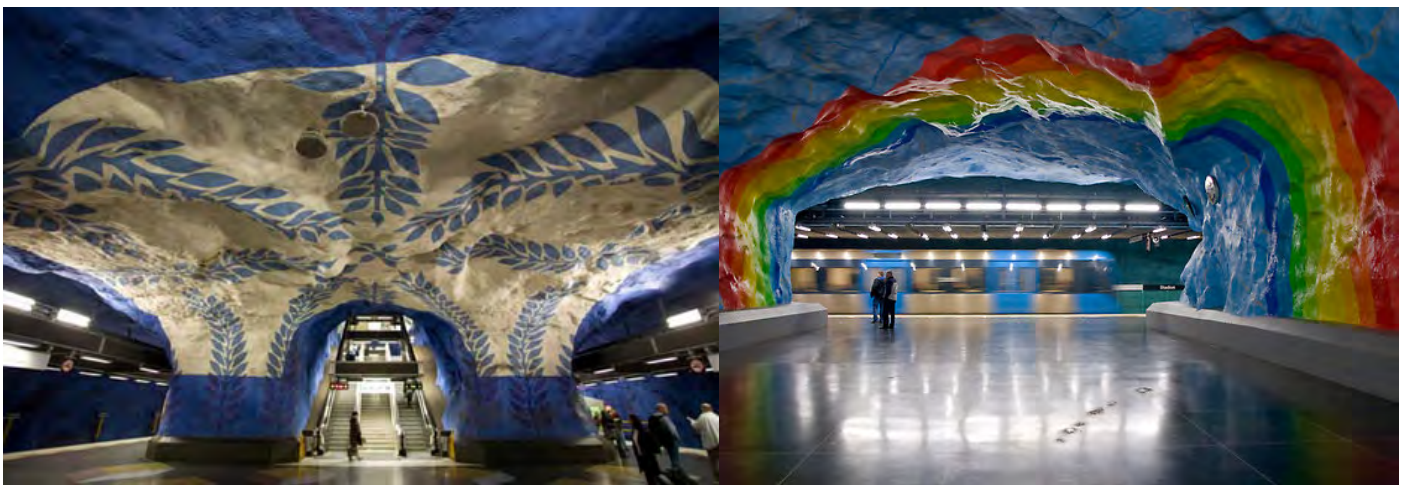
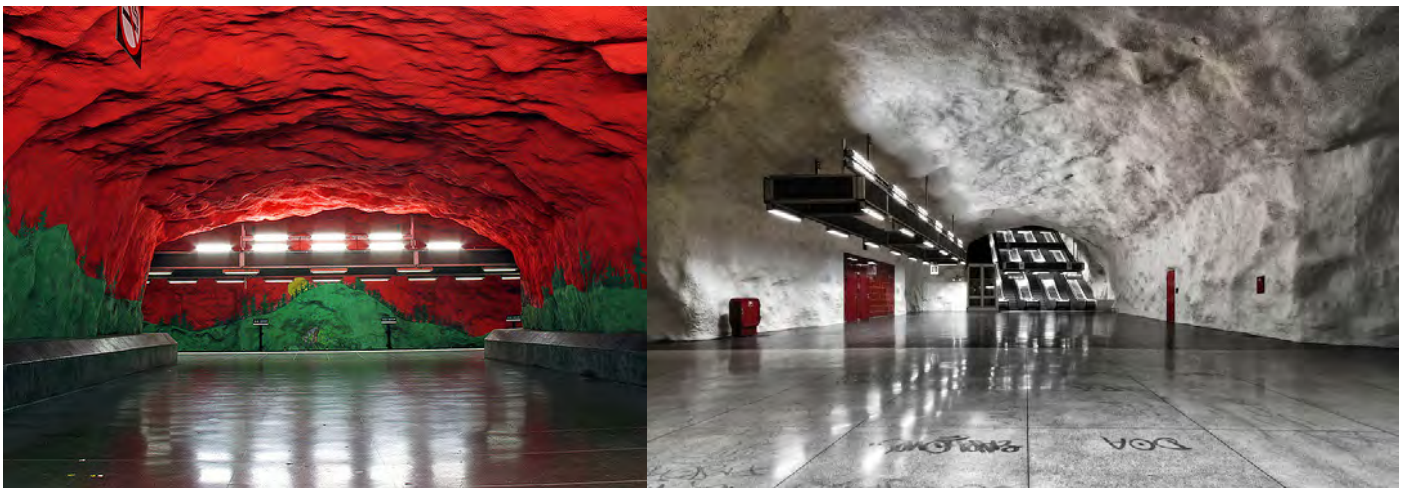


SL access the electronic ticket system of the Stockholm metro since 2010.



Variation creating identity and sensory qualities, a successful example of how architects and artists can work together

Image source:
Visual News
<http://www.visualnews.com/2011/02/12/the-stockholm-subway-takes-art-underground/>



S:t Eriksplan

From the street, to the station to the train





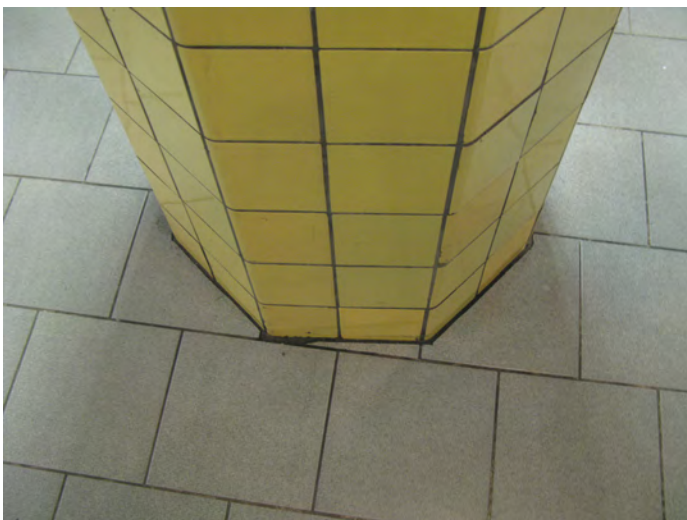


Spatial elements

Columns



S:t Eriksplan



Hötorget



T-centralen

Stairs escalators, and lifts connecting different levels



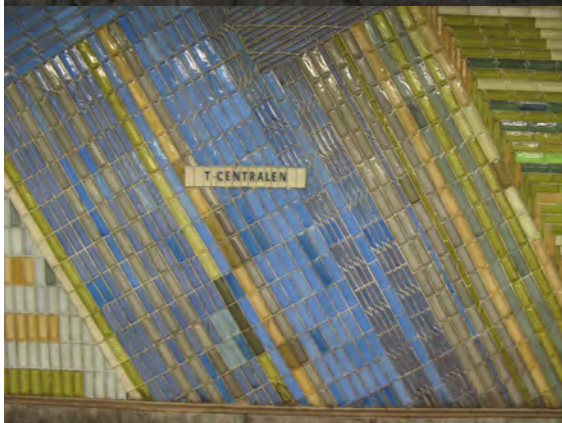
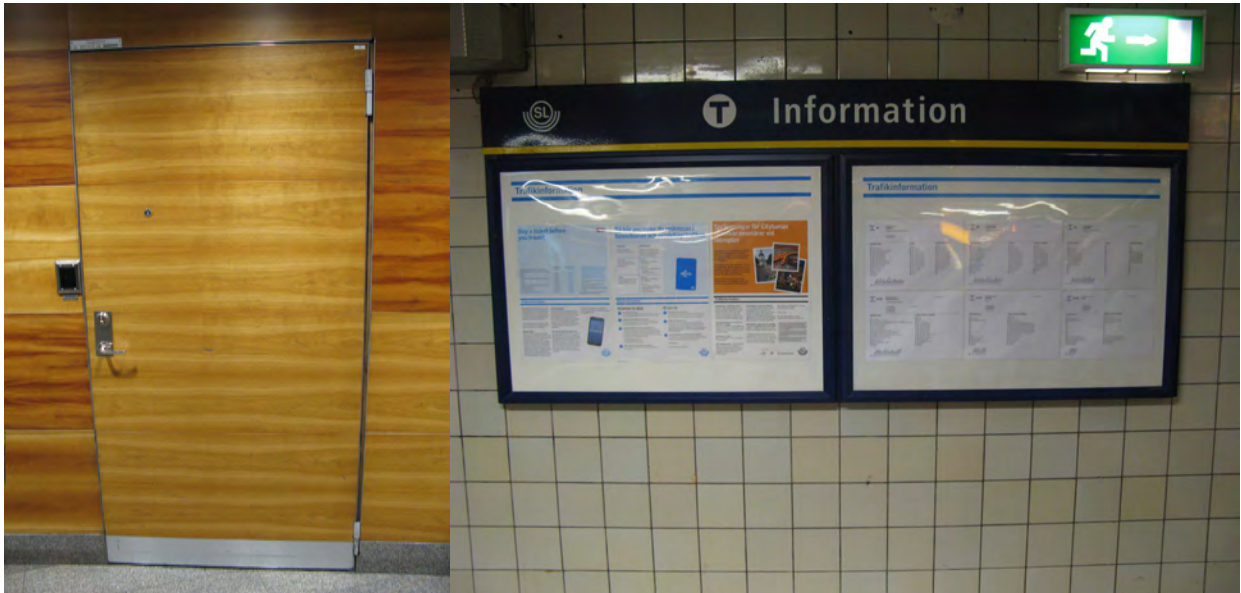
Floor, different materials and tactile elements, signaling the end of the platform



Floors



Walls



Ceilings



T-centralen

The heart in the subway, connected to public space, Sergels torg





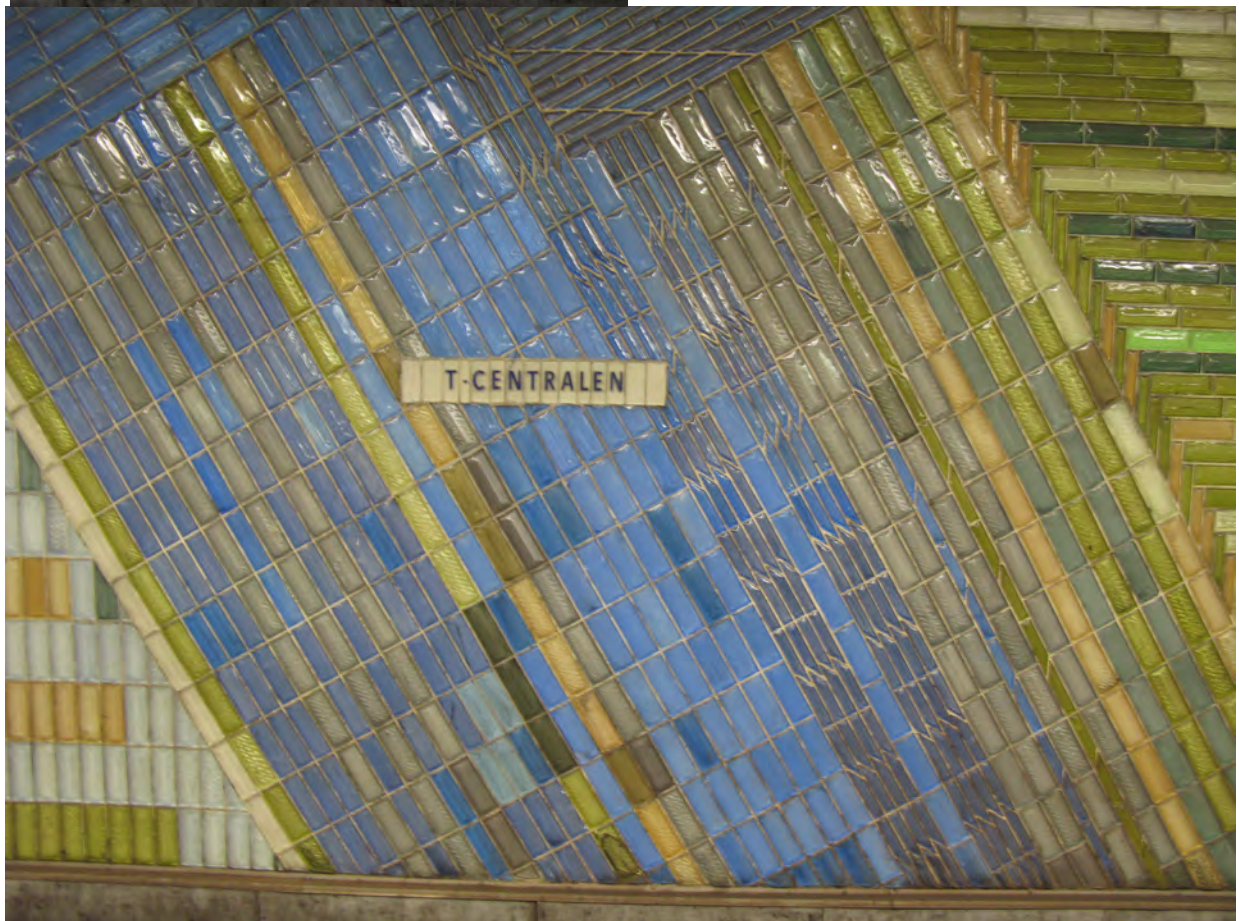
Columns, people movement

Stairs and escalators



Platform

The ceramic tiles made in 1957



Odenplan

Flexible exhibition space



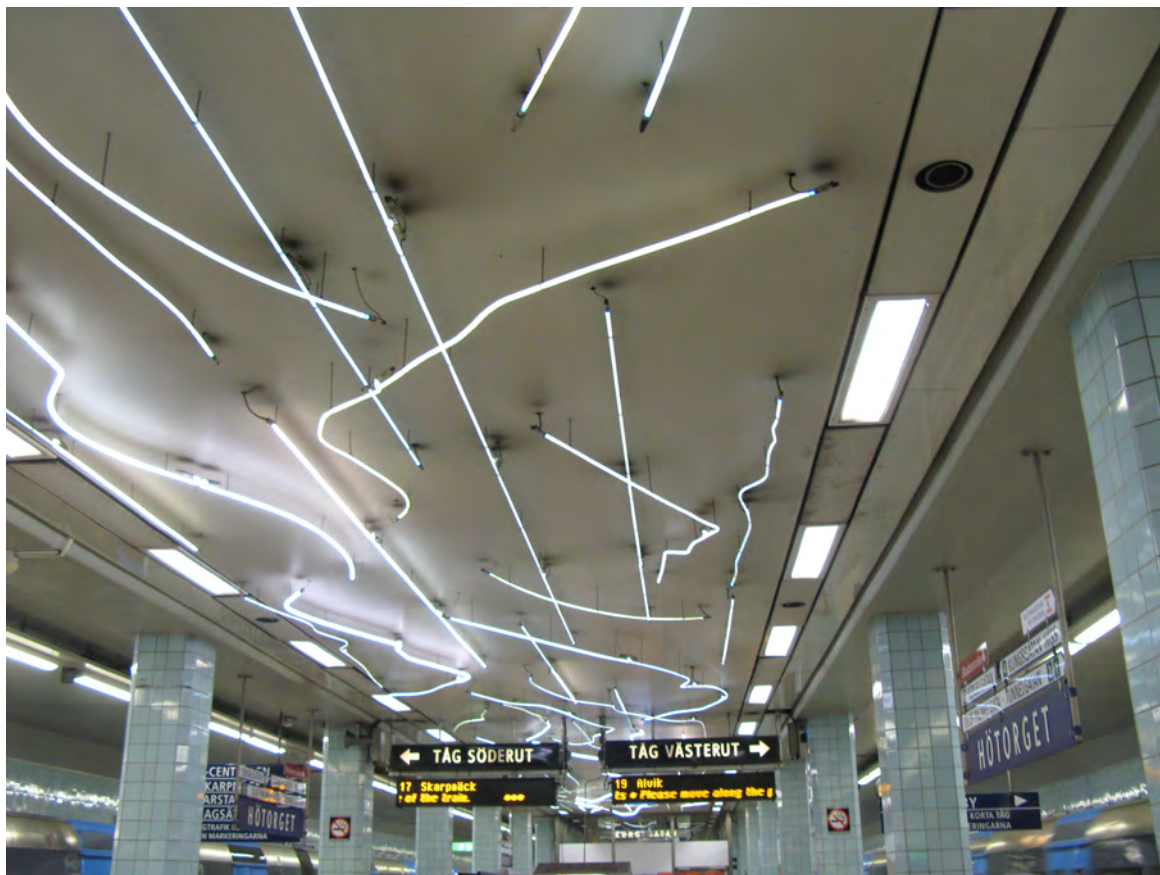
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Billboards in Rådmansgatan & Hötorget



Hötorget

Wall and ceiling



Vårby gård

Platform above ground with views over the area, a ramp connecting platform and street

