

## Abstract

Ejby is a traditional station town, where the railway connects the village to Middelfart and Odense. A trafficked road makes the backbone of the village and connects the south

The design focuses on presenting site-specific spatial structures and strategies for a better coherence in the fabric of the village. Viewing Ejby in a bigger context, new strategies

propose new work of regulating the traffic to make a safer and more pleasant village center. Within the village, a network of nodes is proposed to connect the outer districts to the station and make it more pleasant moving in a green way through the village. New road profiles are also suggested, and the railway bridge and underground tunnel are redone to ensure a safe crossing and access across the rails. The tunnel connects Ebyß Station and the south village to the north village, and the station area is redesigned as a universally accessible space, where pedestrians and public transport are prioritized. Activating the buildings surrounding the station in a new way contributes to activity and an improved feeling of safety. All of these measures contribute to solving many of the issues Ebyß face regarding accessibility, safety and attractiveness.

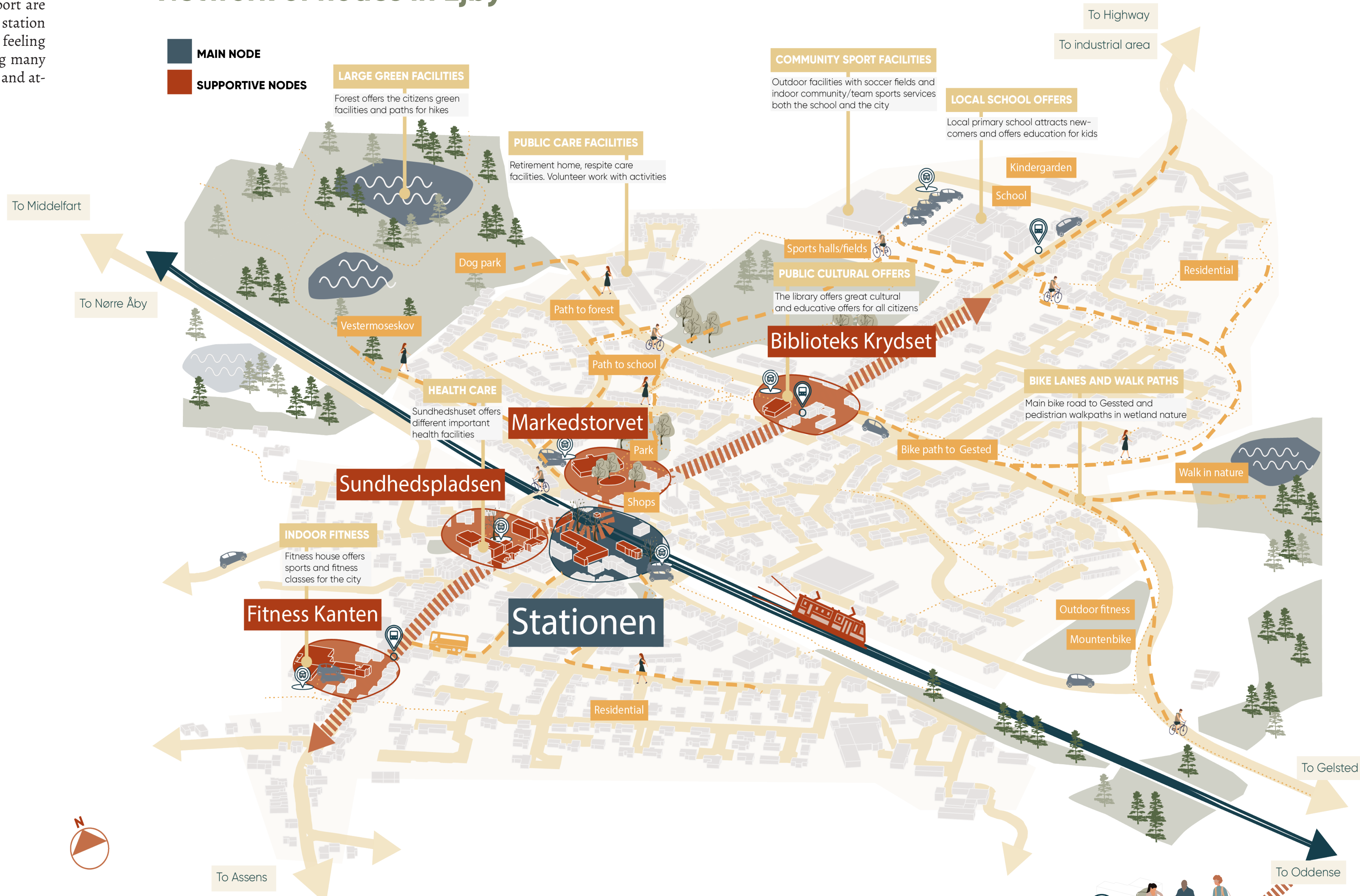
# Concept

The project aims to recreate the backbone of the village, and a planned and designed network of nodes is carefully placed within the existing fabric, with the functioning everyday life and activities. The nodes support the movement within the village connecting to one another through safe roads and a large central mobility node (Stationen). The main node has been

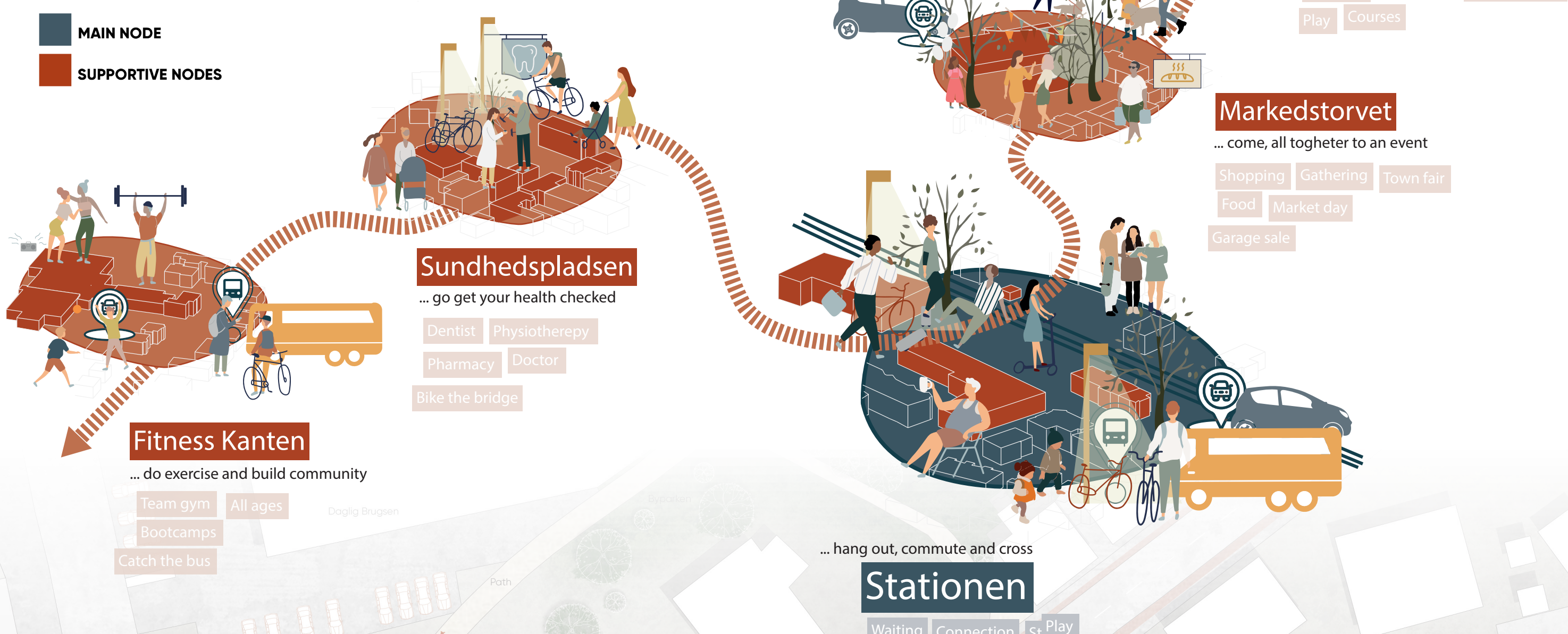
physically redesigned, creating new conditions where the urban area becomes a place to stay, wait, play, and place to be. The supportive nodes are areas of existing value and functions, and their purpose is to carefully reprogramme and distribute functions and energy in the village. A suggestion of design interventions have been suggested, strengthening the

existing use of the space, adding new elements of play, to sit and wait, to gather in and move through bringing out community activities to the existing urban spaces and prioritizing public transport, bicycles, and pedestrians in the village. One can easily walk from the station to the outer nodes within 5-15 minutes.

## Network of nodes in Ejby



## Backbone of Ejby



# MASTERPLAN

## 1:500

The masterplan introduces the physical design of the main node: The station area and how it connects to its nearest context. Through visible zebra crossings the main road leads pedestrians and connects to the main road of the city; from Algade that turns into Banebroen, which goes over the train tracks, and ends up as Nørregade. Through Algade in south the station area connects to the supportive node; Sundhedspladsen and through Nørregade in north the station area connects to the supportive node Markedstovet.

HOW CAN THE PLANNING AND DESIGN OF EJBY BE IMPROVED TO CONNECT THE FRAGMENTED VILLAGE? HOW CAN EJBY STATION AS A NODE BECOME A CATALYST TO ENSURE ACCESS TO CRITICAL FUNCTIONS, IMPROVEMENT OF THE CONDITIONS FOR PEDESTRIANS, AND THE OVERALL SENSE OF SAFETY?

**BY SOLVING THESE CHALLENGES MUCH WILL BE IMPROVED IN EJBY!**

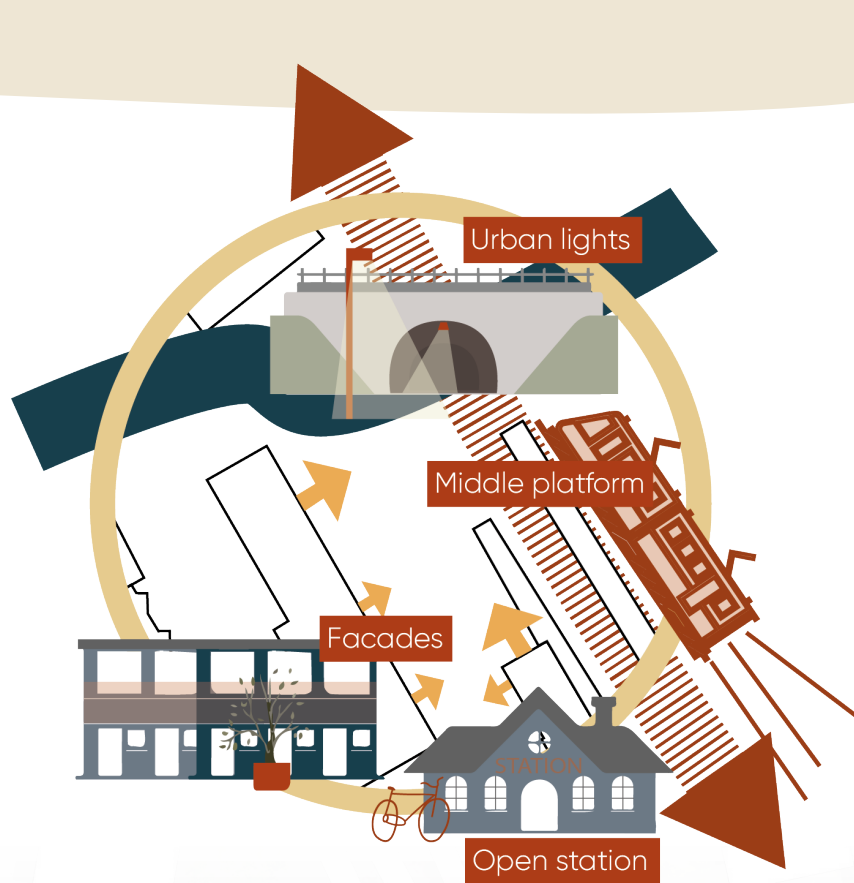
**1. Create access to functions    2. Finish the development    3. Solve critical dangers**



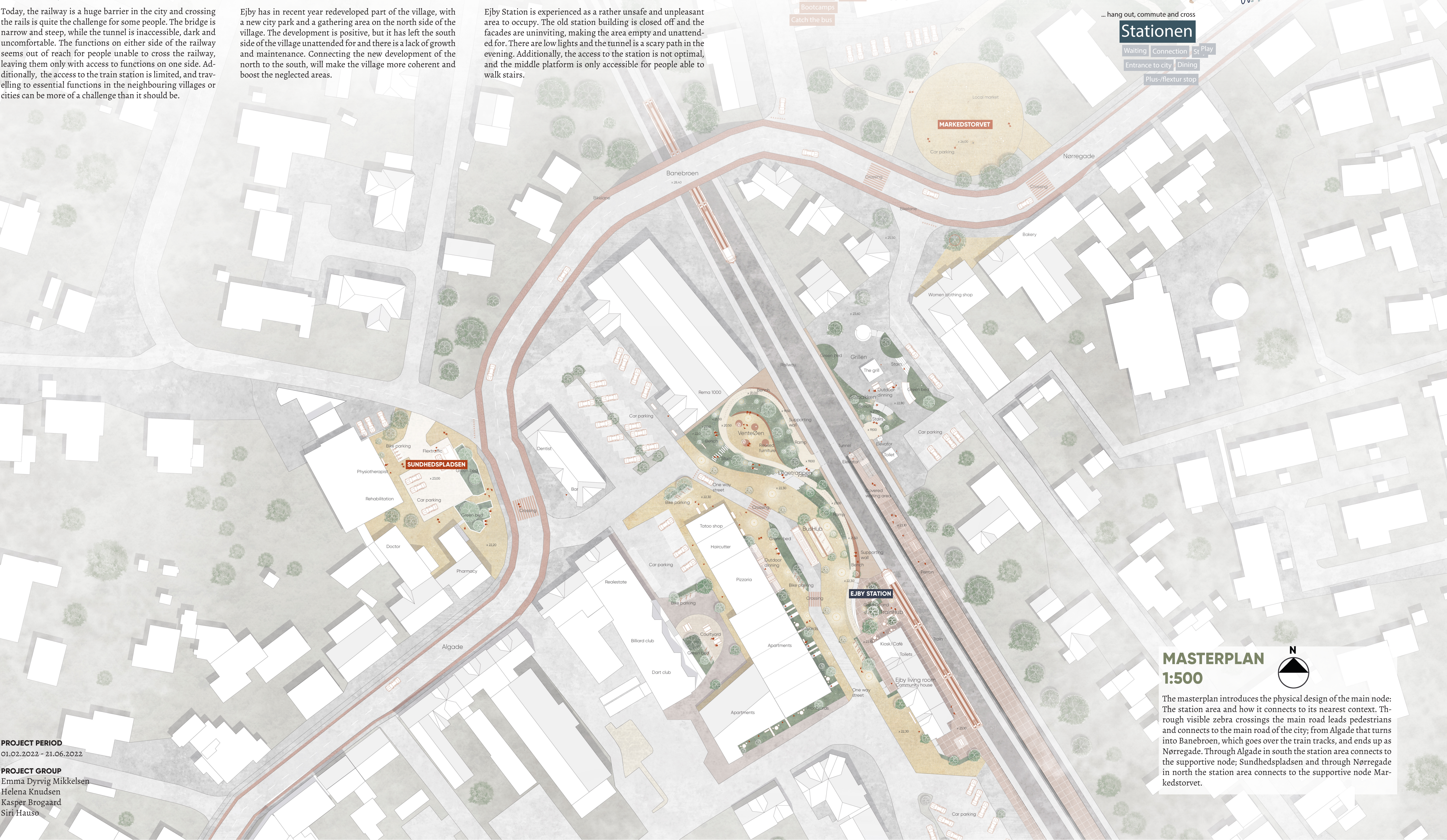
Today, the railway is a huge barrier in the city and crossing the rails is quite the challenge for some people. The bridge is narrow and steep, while the tunnel is inaccessible, dark and uncomfortable. The functions on either side of the railway seems out of reach for people unable to cross the railway, leaving them only with access to functions on one side. Additionally, the access to the train station is limited, and travelling to essential functions in the neighbouring villages or cities can be more of a challenge than it should be.



Eljby has in recent year redeveloped part of the village, with a new city park and a gathering area on the north side of the village. The development is positive, but it has left the south side of the village unattended for and there is a lack of growth and maintenance. Connecting the new development of the north to the south, will make the village more coherent and boost the neglected areas.



Elby Station is experienced as a rather unsafe and unpleasant area to occupy. The old station building is closed off and the facades are uninviting, making the area empty and unattended for. There are low lights and the tunnel is a scary path in the evening. Additionally, the access to the station is not optimal, and the middle platform is only accessible for people able to walk stairs.



**PROJECT PERIOD**  
01.02.2022 - 21.06.2022

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# Ejby Station

## A catalyst and the main node

The station area has been turned into a safe and vibrant area that welcomes and salutes citizens and visitors of Ejby along their everyday journeys. By easily moving from the outer village to the main transit node by foot or bike, Ejby's citizens now have the opportunity to experience all that the village has to offer and to easily transport themselves internally and externally. Public

transport such as the train and bus can transport people to either Odense or Midelfart with a short 30 minutes train journey. Activating the station building and the repurposing other buildings and spaces make it favourable and pleasant to wait on the bus or train. Enjoying a cup of coffee, waiting with friends, or simply people watching will make the waiting time into quality

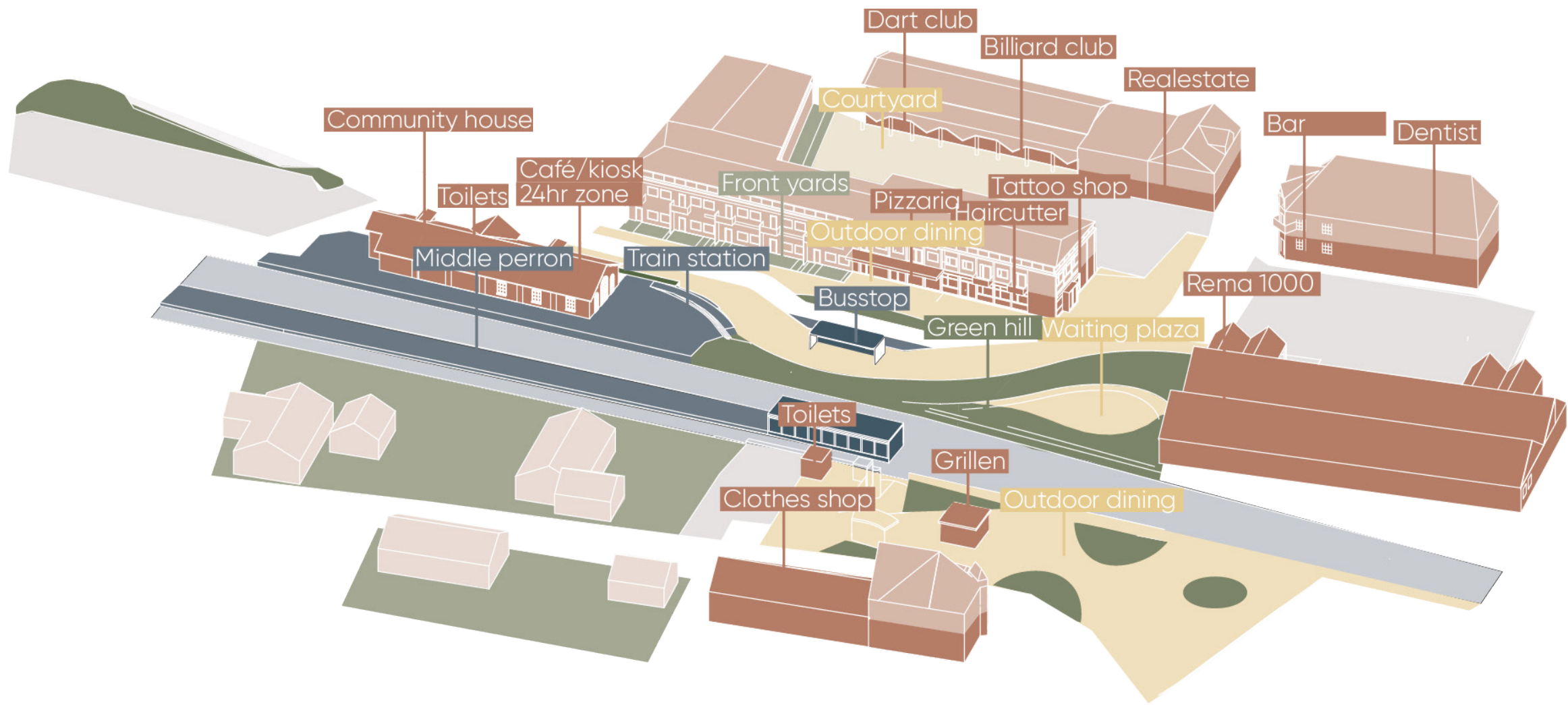
time. New front porches for the apartments, reduced parking and traffic, and strategically placed lighting are all implementations that help make the station area safer for pedestrians, be that young school children, commuting adults, or disabled elderly. The station area design reuses the existing circular benches, offering seating that overview the train tracks.

Wood slats meet the skin in spaces to move along or in spaces to sit and wait. Visible yellow bricks and zebra crossings signal safe areas that prioritize pedestrian movement and stay. The station area connects Ejby on each side of the train tracks with a recreational green landscape that opens up the tunnel in both ends and leads pedestrians of all ages and abilities through.

### Functions

The station area consists of a mix of public and private functions both outdoor and indoor. The old station building and old townhall building has been reprogrammed to be more open and transparent in day and evening time with functions such as café, kiosk, and pizzeria. Outside there is plenty of urban public spaces and corners to wait on the train, enjoy an ice cream or take a stroll. The train station area invites to several activities like play, meetings, waiting, living, commuting, get a pizza, get a haircut and hang out.

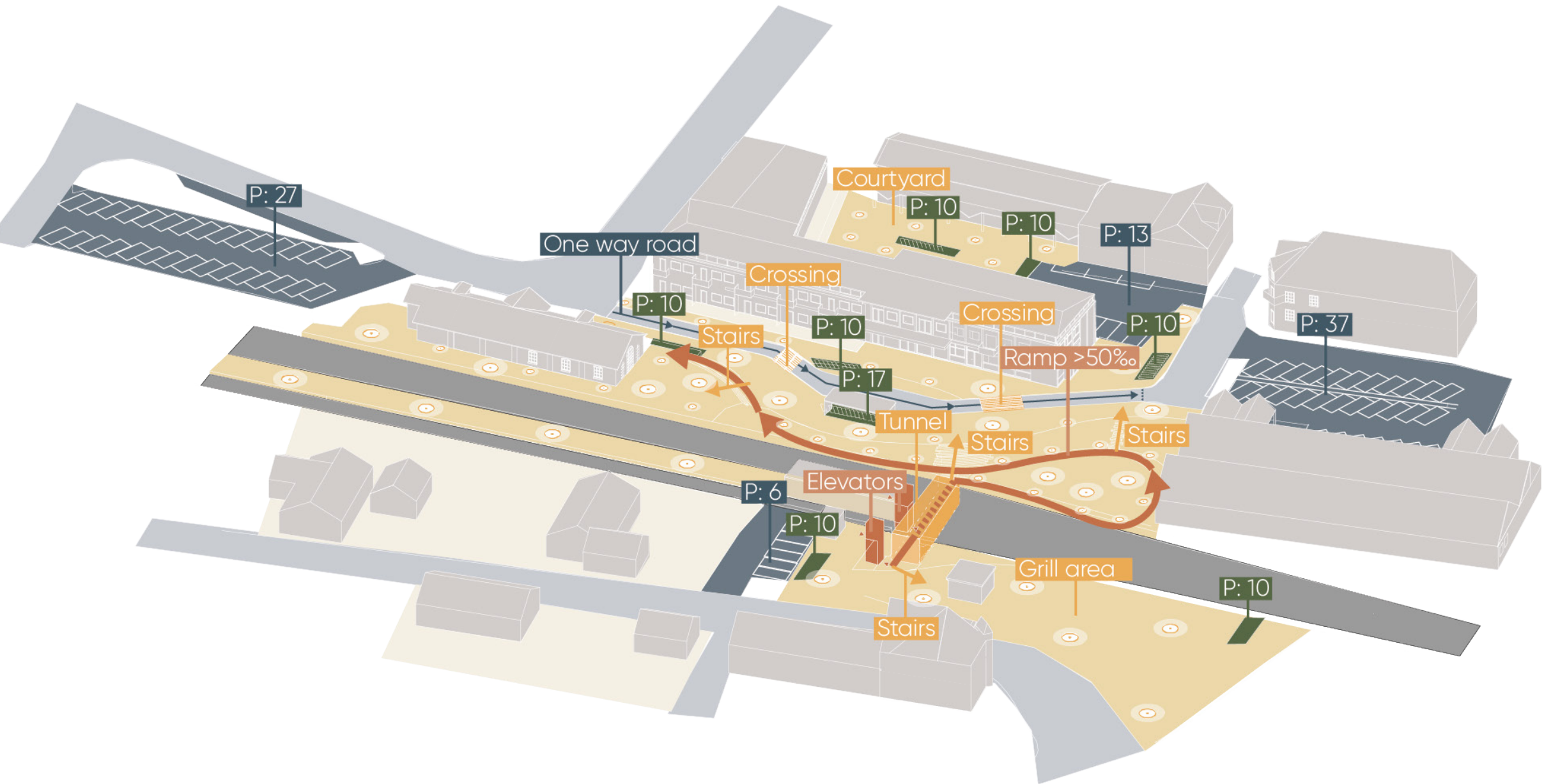
- Public transport waiting areas
- Residential houses
- Railway
- Urban squares
- Public functions
- Green areas
- Apartment
- Private gardens



### Flow and light

The pedestrian is prioritized in the surrounding urban spaces of Ejby station. Wide pedestrian spaces, clear crossings and plenty of light allows the pedestrian to walk safely and easily around the area. The urban space prioritizes the pedestrian both in size, dimensions and access. It is a place that feels safe and pleasant when you wait for the train or bus in the evening and it is a place where you can let your kids play, hang out and take the public transport unconcerned. The ramp and elevators allow accessibility when crossing the train tracks and when catching the train from the middle peron. It is possible to park the car north, south, west, and east from the station.

- Public pedestrian spaces
- Private pedestrian spaces
- Roads
- Car parking (85 total)
- Accessibility
- Bike parking (85 total)
- Railway
- Pallet lighting
- Lamp post



### The use of the train station

The many different people of Ejby can use the area around the train station in several ways depending on needs. Martin, Ole and Ingrid represent a small part of the population of Ejby and the train station is useful in even more aspects. But it definitely serves the

commuter who have to wait on the next train or the next bus with new functions in the train station building that offers indoor shelter and eating facilities. It is also easier for the commuter and pedestrian to move around safely, to shift from train to bus and actually re-

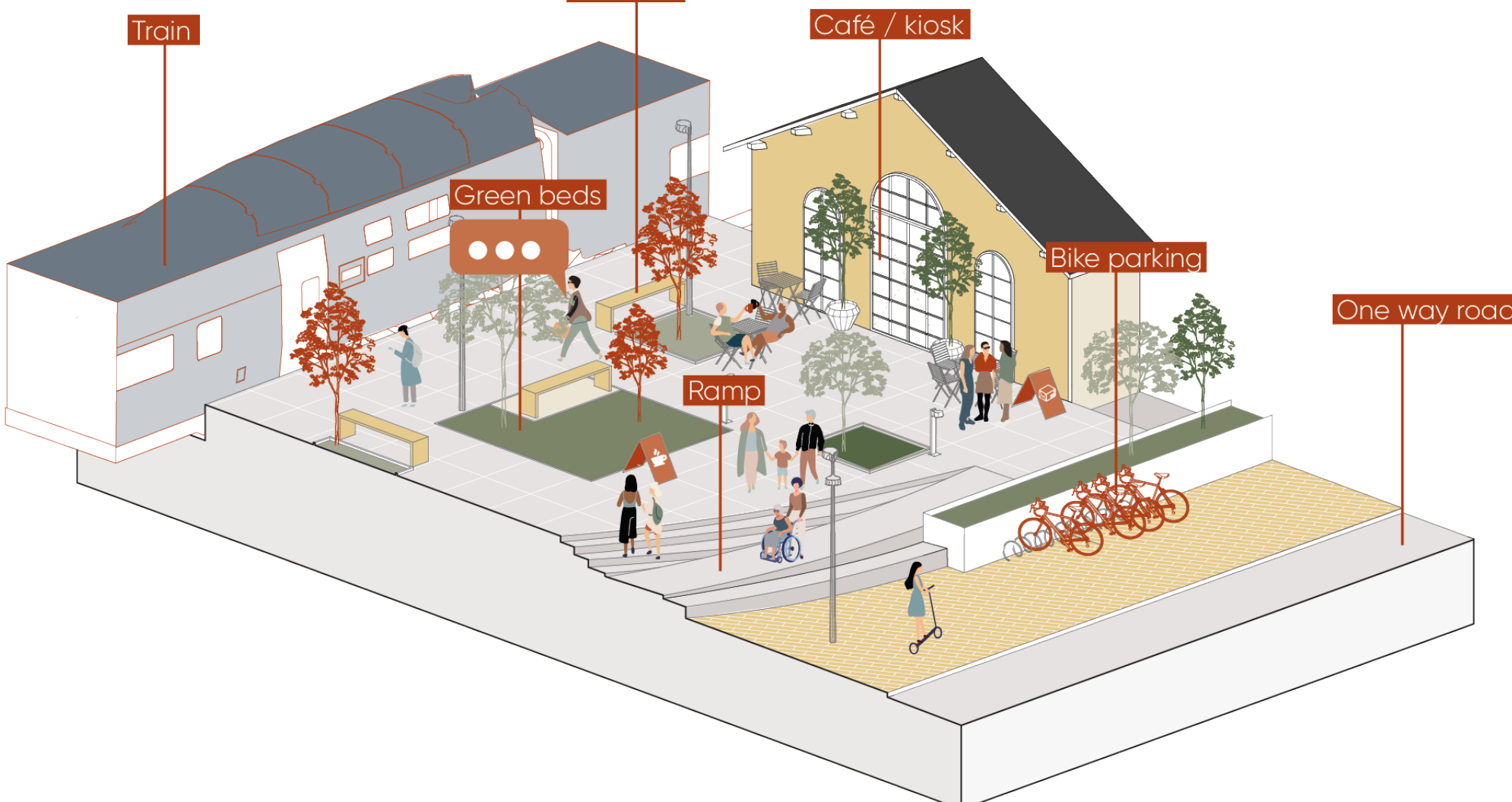
cognize the busstop in the middle of the area. Commuters like Martin or visitors like Gunhild will also feel more safe with people like Ole to keep eyes on the street in the evening. The balance between private and public functions and the edge zones that provide private frontyards

makes it attractive for renters like Ole to rent an apartment on the ground floor without feeling disposed but yet become an active part of the urban space. Most importantly, people like Gunhild can now cross the traintracks with an accessible ramp and elevators.

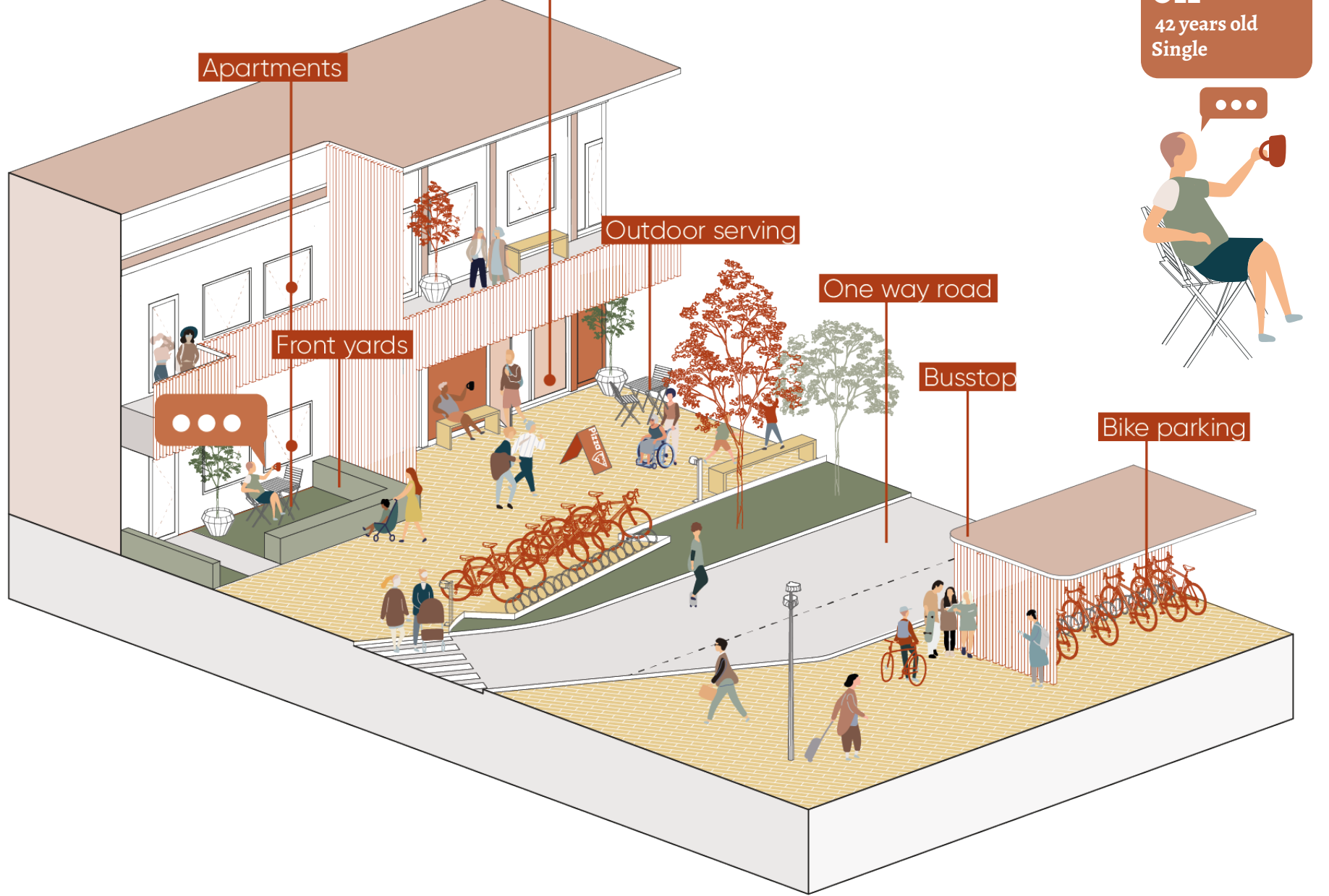
### The waiting perron



"EVERYDAY, I COMMUTE TO ODENSE TO WORK. I LIKE TO GO BY THE TRAIN AS IT IS ONLY A 30 MIN JOURNEY AND I PREFER TO TRAVEL GREEN. I CAN ALSO WORK FROM THE TRAIN! SOMETIMES I ALSO SNATCH UP A COFFEE FROM THE CAFÉ TO ENJOY ON THE TRAIN OR WHEN I HAVE TO WAIT."

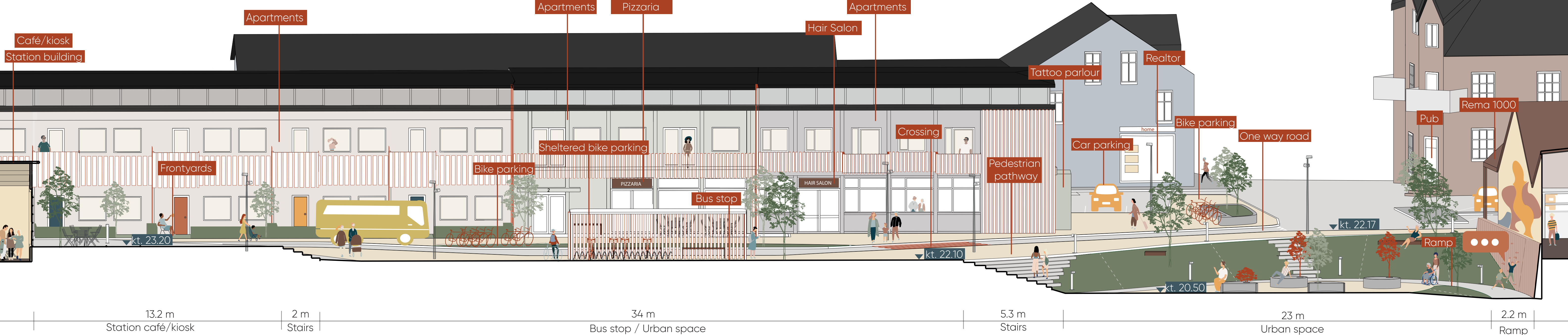


### Private & public



"I ALWAYS DRINK MY MORNING COFFEE OUTSIDE IN MY FRONT YARD IN DAYS OF GOOD WEATHER. THERE IS ALWAYS PLENTY OF LIFE AND ACTIVITY IN THAT TIME OF DAY. IT IS ALSO A GOOD OPPORTUNITY TO GREET PEOPLE AND IF I DON'T HAVE ANYTHING FOR DINNER, THE PIZZARIA IS RIGHT ON THE SIDE!"

### Section of train station 1:100







# The Tunnel

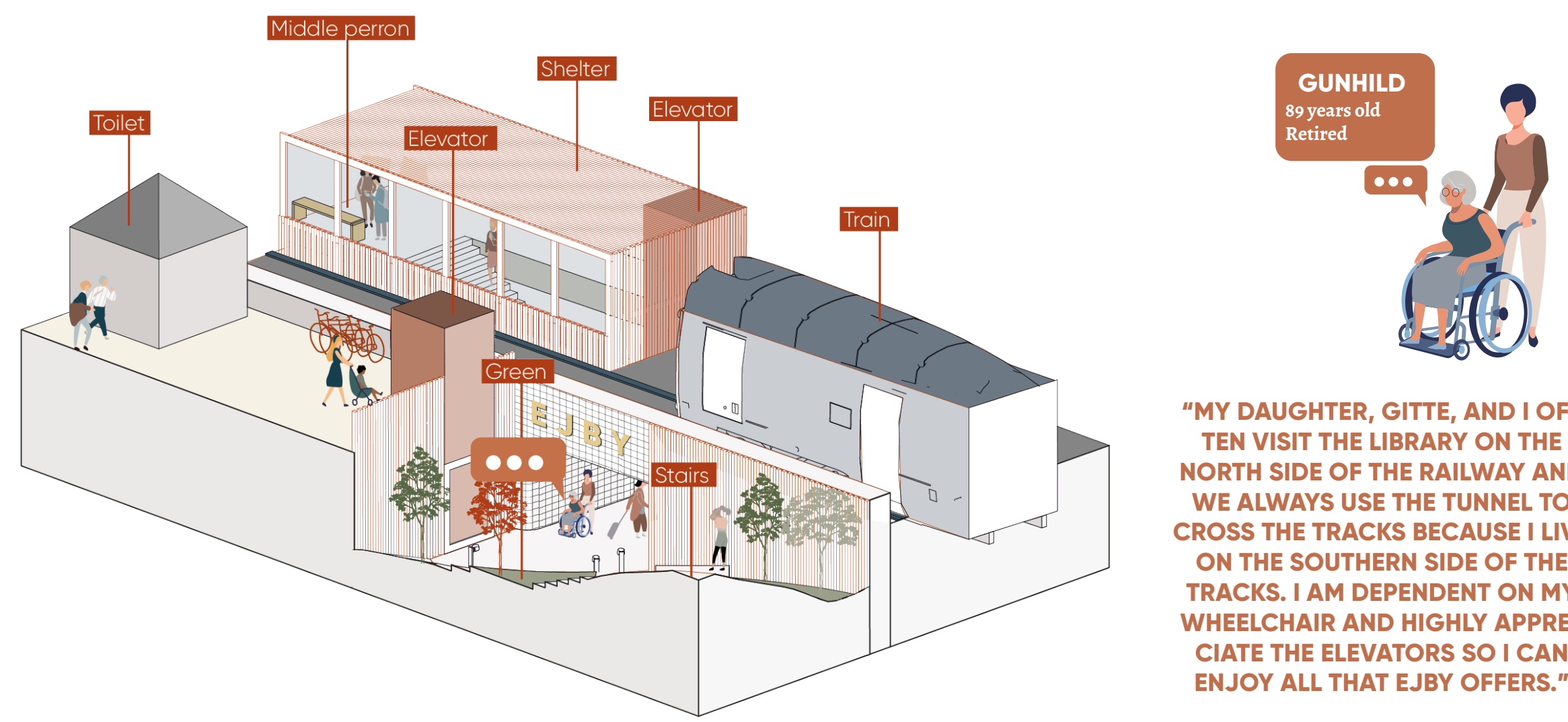
## Improving accessibility and safety

The tunnel that crosses the train tracks has been opened up in both ends by a green recreational landscape of integrated stairs and ramps to create a better connection between the north and south part of Ejby. The integrated design of the ramp on the southern side solves, together with the two elevators, one of the biggest issues of the station area and Ejby today. It creates accessibility for all people of Ejby. It allows all people to pick the green choice of mobility by accessing the middle perren to enter the train, and it allows all people to cross the train tracks safely and with ease.

Visual connections and amount of light are key to creating a safe experience when moving underground. Moving from the north to the south, the eyes are met with a green and lively landscape and buildings with activity. The private balconies will secure both eyes on the street and eyes on the tunnel. The ceiling has a slight shape of an arch to widen the horizon and create a feeling of higher spatiality. The terrazzo tiles will camouflage any chewing gums and dirt that tends to appear in a tunnel. The existing wall tiles are kept, and new signage indicating the direction of trains are moved.

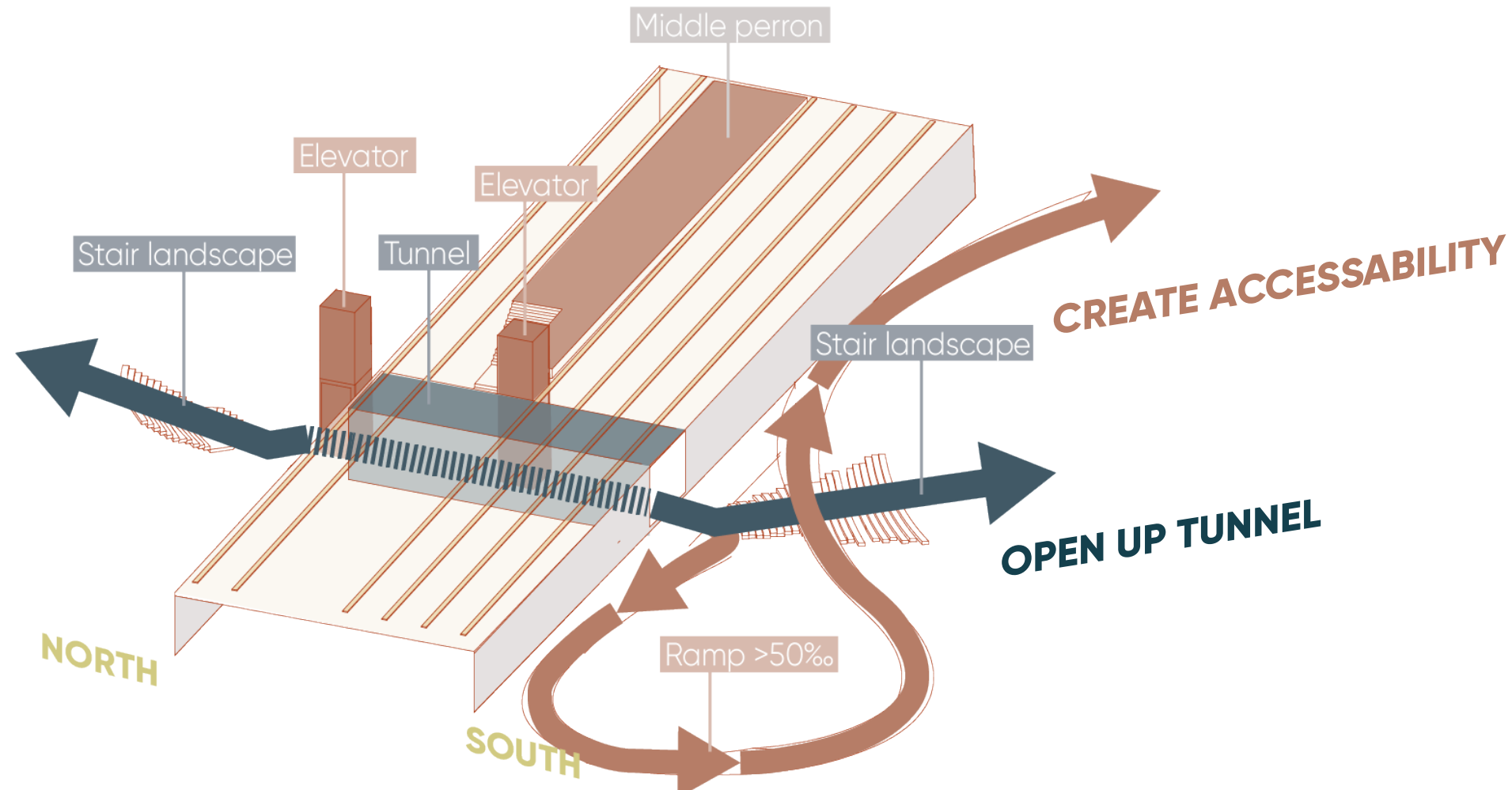
The opening and accessibility of the tunnel will encourage the pedestrian to choose the tunnel when moving around in Ejby and across the tracks to enjoy all functions that Ejby offers. More light will enter the tunnel and better visibility will occur, establishing a better and safer experience when moving underground. The citizens do not need to particularly inhabit one side of Ejby to be able to use critical functions such as the school, the pharmacy, or the library anymore.

### North tunnel entrance

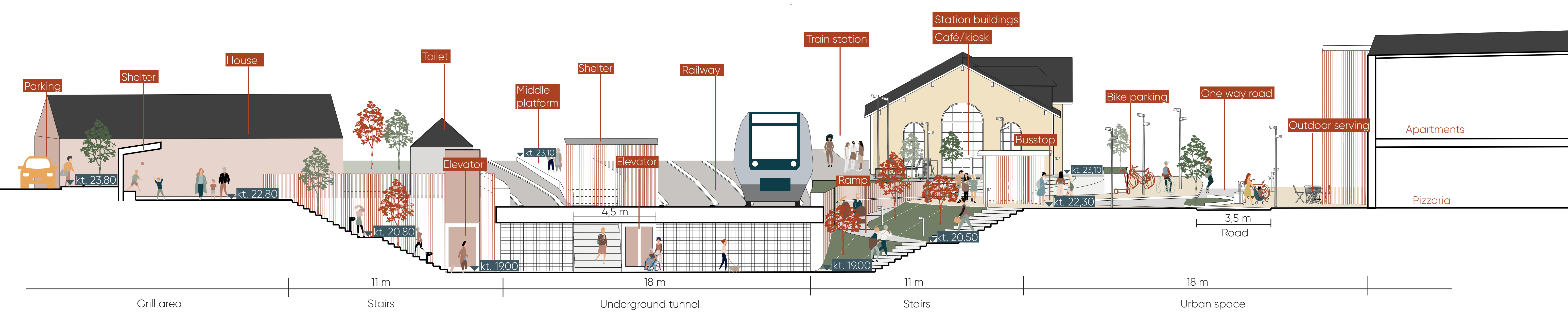


### Tunnel strategy

The design keeps the existing tunnel by Ejby Station, working with the current qualities and solving the critical challenges. Opening up the tunnel to make it more welcoming and full of light, will improve the uncomfortable and unsafe environment. Implementing a ramp in addition to elevators and stairs, will make the tunnel a key element in connecting the north and south village, creating access to functions, and solving the critical dangers.



### Section of Tunnel 1:100

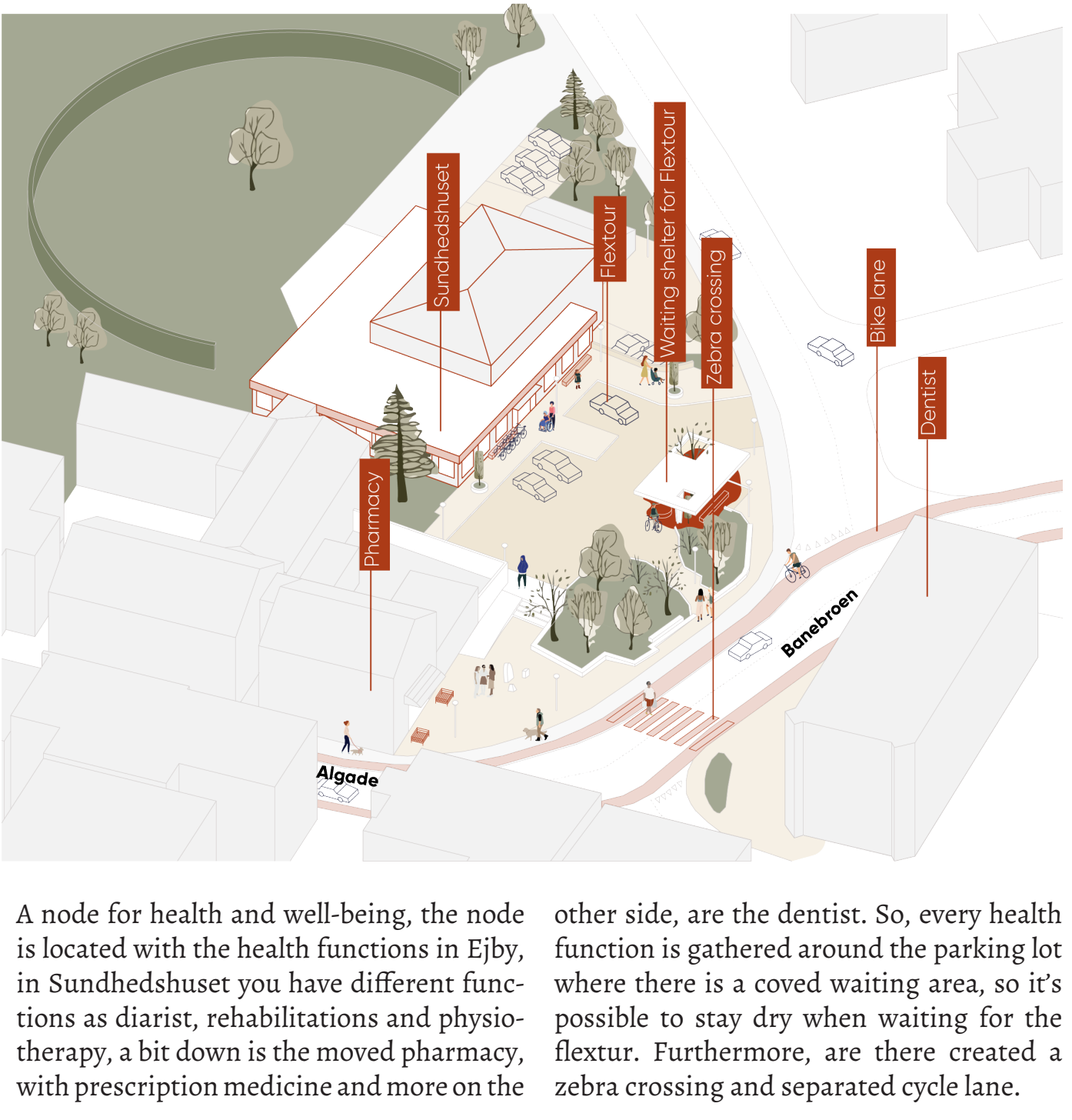


# Supportive Nodes

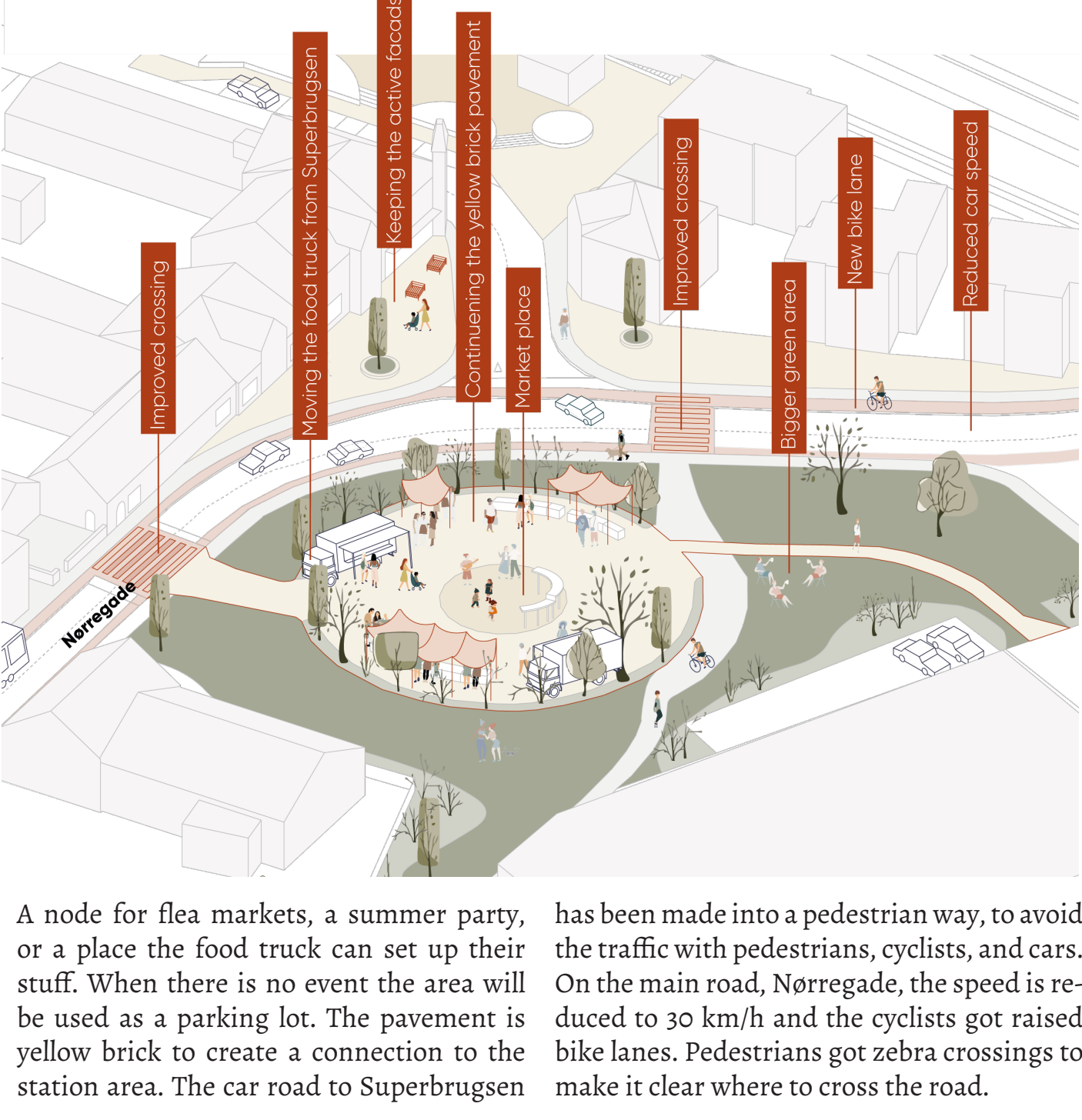
## Strengthening the connection

The design of the four supportive nodes contains a redistribution of existing functions within the city as well as other new added functions, and a suggestion of a design intervention that strengthens the existing use of the space, adding new elements of play, to sit and wait, to gather in and move through bringing out community activities to the existing urban spaces and prioritizing public transport, bicycles, and pedestrians in the village.

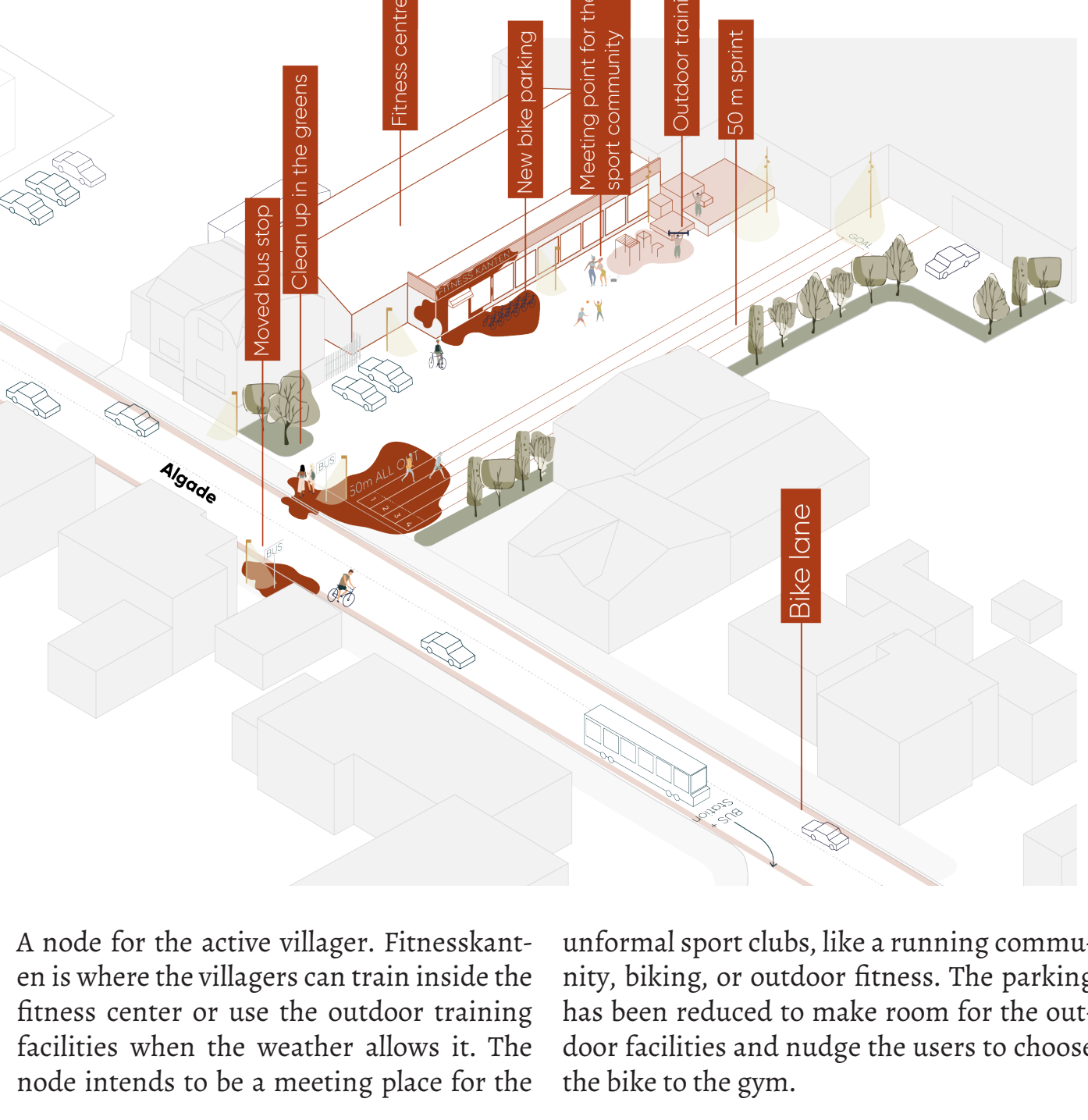
### Sundhedspladsen



### Markedstorvet



### Fitnesskanten



### Bibliotekskrydset

