

Abstracts – doktorsavhandlingar

Kerstin Thörn:

A Place to Call Home:

Studies in the Housing Question, 1889–1929

[En bostad för hemmet: Idéhistoriska studier i bostadsfrågan 1889–1929]

Dept. of the History of Ideas,

Umeå University, Umeå, Sweden 1997.

The purpose of the present dissertation is to examine the placing of the housing question on the agenda of social policy, the implications of housing for society, and the possibilities for simple shelter to be transformed into real family homes. The debate emphasizing the dwelling as the smallest social component and the home as the most important place for the raising of citizens has been studied.

The dissertation consists of four essays, each of which can be seen as a separate study yet at the same time as interrelated due to the overall theme of the dissertation, housing and the home. The period under investigation is 1889–1929 and the place is Stockholm.

The first section deals with philanthropic building activities, described through four representative examples: *Föreningen för Vålgörenhetens Ordnande*, *Stockholms Arberarehem*, *Govenii Minne* and Ella Heckscher's home for tubercular female workers. This section opens with two introductory chapters treating the philanthropic attitude toward housing and the relation of the family to the housing question, respectively.

The theme of the second section is the significance of aesthetics for the home. This section also opens with two introductory chapters, whereof the first describes the aesthetic ideals of the epoch and the second presents the so-called "aesthetic educators". A number of pamphlets written about the home are discussed, as well as a selection from the home exhibitions of the day. In a closing chapter, the entrance of the architects into the housing-question arena is presented.

The third study deals with politics in the broad sense of the term. The interest of social reformers for the housing question is traced by examining organizations like *Studenter och Arbetare* and *Centralförbundet for Socialt Arbete*. The second chapter deals with the contributions of academics to the housing question. The social democratic women belonging to the Stockholm's Women's Club are heard from, and the engagement of women in this question is further delineated through studying periodicals like *Morgonbris* and *Tidevarvet*. In the closing chapter, the establishment and treatment of the housing question within the municipal council of Stockholm is discussed.

The fourth and final section treats the HSB. First, the origins of the HSB in 1923 via the tenant's movement and guild socialism are discussed. Thereafter the organization and membership of the HSB is described. A brief biography of Sven Wallander, the leading figure of the HSB is provided, followed by a chapter on the periodical *Vår Bostad*. The final two chapters discuss the materialized ideas themselves: the buildings built by the HSB and the

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Dwelling, home, housing policy, materialized ideas,
philanthropy, aesthetics, home exhibitions, housing
cooperative.

homes which were set up in them, stimulated by the actual physical buildings and discussions about the right way of living in them.

The story of the home has solid empirical grounding. This study has been conducted from different perspectives in order that a more nuanced knowledge might be acquired. Vision and practice have proven to be so closely interwoven that it is not always possible to distinguish between them.

Smideman, Bengt:**Joint development planning:
Development and Evaluation
of the Planning Book Method**

[Planera med samverkan. Utveckling och
utvärdering av Planeringsboksmetoden
vid detaljplanering med exploaterings-
samverkan] Dept. of Architecture and
Town Planning, Royal Institute of
Technology, Stockholm, 1997.

This dissertation aims to discuss participative planning methods that lead to good design and other benefits such as good economy, justice, social development and adaptation to the interests of the real estate owners and the municipality. Since 1987 Sweden has had a Joint Development Act that gives the opportunity to design plans which can cut across real estate borders. That freedom, which depends on a legal association of landowners and a system of distributing costs and benefits, opens up the possibility of reaching these goals. This could be put to good use for Land Readjustment in, amongst others, Cottage Areas which is the type of area I have focused on in this study.

The discussion in this dissertation is based on empirical study of five cases, of which three were action research studies. From these case studies the Planning Book Method has been developed, with the aim of making the introductory phase both economically efficient and creative, while at the same time solving conflicts.

The Planning Book Method has not been fully evaluated but the conclusions drawn from these differing case studies, shows that it could be a practical method of achieving the aims stated above, including making use of the possibilities opened up by the Joint Development Act. For example the Planning Book Method seems to be a useful tool for cataloging of the interests of real estate owners. It also seems to be an efficient method of distributing information relevant to each situation and helps to avoid or resolve potential conflicts. Another conclusion is that a lot of the planning process has to be done before the real estate owners agree to join the Joint Development Association. This means there is a great need for a participative planning method.

The system of distribution outlined in the Joint Development Act was used in these projects to achieve goals such as good design, low costs, high benefits and adaptation to many of the interests of land owners and the municipality. It was a lot harder to use the legal association method. It also became obvious that the integrated process between planning and land management was too complicated, highlighting a need for a remodelling of the Joint Development Act. Without supplementary guidance the complicated process may discourage others from using the Act, losing the benefit of the possibilities it offers.

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Keywords:

Cottage Areas, Garden Cities, Joint Development
Planning, Joint Venture, Land Readjustment,
Participation, Physical Planning, Planning Methods,
Real Estate Planning, Urban Design.

Jacob Gramenius:
The Role and Value of CAD Technology
[CAD-teknikens roll och värde:
Ett resultat av aktörernas teknik- och
verksamhetsuppfattning]
Industrial Economics and Management,
Royal Institute of Technology,
Stockholm 1997.

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Keywords:

CAD, computer aided design, modelling, industrial operations, industrial activities, investments, justification, financial justification, economic assessment.

This dissertation deals with CAD-technology, engineers and industrial operations. Above all it is focused on: *The role and value of CAD-technology*. The starting point is the observation that many actors, especially engineers, experience financial justification of CAD-investments as a problem.

The assessment of CAD that is performed within a firm is not based on the technology itself, but on the perception different actors have of the use of the technology. This in turn means that the economic assessment is based on how certain applications of CAD are performed and how they alter the industrial activities. These changes are then translated, if possible, into monetary terms, e. g. as return on investment.

The actors' perception of what constitutes the technology and how it is best described is as important for the economic assessment as their perception of the enterprise.

Furthermore the technical, economical and organizational context in which CAD-technology is to be used, creates different conditions for the economic assessment, e. g. how resources are allocated to the firm's CAD-activity or the organization of the CAD-activity.

A conclusion is that management in many cases has the possibility to create changes in the economic, organizational and technical context under which the assessments of CAD-investments are performed.

The major problem for the assessment of CAD is the lack of knowledge of, and therefore also the ability to describe, the industrial operations in such a way that the description includes both the technology and the use of it.

This dissertation presents some key concepts and models that can be used to study and document the role of CAD by focusing on the way it influences the enterprise and the different industrial activities.

The major characteristic of CAD and related technologies is the CAD-model seen as a reproduction of an object that can be created and stored in the computer. Moreover, the CAD-model can be viewed as having two different and connected representations: the geometric one and the algebraic one.

To study the creation of the CAD-model and the application of its representations will lead to a different description of the industrial operations than the common sequential "activity model". It will enable a description of the industrial operations that suppresses many events that occur at the organizational borders and therefore are considered problematic. Such an approach gives a complementary description of the enterprise and how it is influenced by CAD-technology. The conditions for discussing and communicating the role and value of CAD has then been improved.

Per Hultén:
Transport and Mobility Within the Limits of Environmental Sustainability
– enhanced livability with flexible vehicle systems for public transport in micro-regions
Division of Built Environment Analysis,
Dept. of Architecture and Town Planning,
Royal Institute of Technology,
Stockholm 1997.

Our recent recognition of the consequences of greenhouse gas emissions and the emergence of 'global warming' as an issue have had a dramatic impact on our perceptions of the ecological role we human beings play. For the first time in our history we seem capable of putting the future of the biosphere at risk on a global scale. The decommissioning of existing nuclear installations in developed economies and an equitable rise in the material standard of living in other countries will together require a reduction in current carbon dioxide emissions from the transport sector in industrialized countries by as much as a *factor of ten*. It is highly doubtful whether automotive transport will be able to free itself from reliance on fossil fuels within the span of the few decades we have at our disposal.

Only if we manage to devise new, environmentally sustainable transport solutions – *in time* – can we hope to avoid what failure to achieve this goal may entail. Such solutions will have to do more than simply ensure that the engines use new fuels more efficiently. They must also reduce the number of engines in operation in relation to the total need of mobility, since the number of engines in the world is growing too fast. Consequently we need new solutions in public transport within the micro-region, where the use of engines is most frequent.

The purpose of the study, "Transport and Mobility within the Limits of Environmental Sustainability" is to explore the possibilities of stimulating socioeconomic development by adapting means of transport in micro-regions to the constraints imposed by environmental concerns. Thus, the aim of the study is not primarily to investigate how transport systems might be made sustainable per se, but to see how measures to secure sustainability may improve the livability of the micro-region. The task is complex and necessarily involves numerous disciplines and interconnected areas of inquiry.

Taking the versatility of *flexible* vehicles – *multimobiles* – as a means to develop public transportation on local and regional levels as a working hypothesis, the study explores how such vehicles might be designed. The multimobiles' design features have been specified in cognizance of new directions in which design theory should be developed to respond to the requirements posed by the need to attain sustainability. Specifying the requirements which a variety of common urban and built-up structures *make of transport systems in an integral, non-reductionist manner* makes it possible to design a 'family of vehicles'. This product family, comprising some dozen complementary types of vehicles, can be constructed of no more than a handful of modules in a 'vehicle construction kit'.

The contents of the kit are then applied to three different demo-geographical contexts: sparsely populated rural areas, an

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"Glocal dilemma", mobility, micro-region, structure of urban and built-up areas, livability, environmental space, modularization, vehicle (construction) kit.

urban network consisting of small towns (the Falun-Borlänge region), and an urban centre (Uppsala). The vehicles produced from the kit are evaluated in terms of their ecological, economic, social and cultural benefits and impacts. Finally, the dissertation explores the possibility of further user-steered product development, assuming that local governments – including possible international, 'North-South' alliances of communities – can influence the design characteristics and performance of public transportation vehicles in accordance with the commitment to achieve environmental sustainability set out in the Rio treaties of 1992 (Agenda 21).

Mia Björk:

**The Modernity of Household Work
– A Question of Gender, Knowledge,
Time and Space**

[Hemarbetets modernitet – en fråga om
kön, kunskap, tid och rum]

Built Environment Analysis, Dept.
of Architecture and Town Planning, Royal
Institute of Technology, Stockholm 1997.

This dissertation deals with a feminist approach to changing conditions of household work in modern times. This discussion is related to the discussion of modernity which has taken place in many western countries during the last few decades.

Three projections are constructed typifying household work from three time periods: pre-modern time – 'before', early modern time – 'then', and modern time – 'now'. These projections are based on three studies: Lilian Ryd: *Women in a Roadless Land* (1995), Brita Åkerman: *The Family that Grew out of its Home* (1941) and a study conducted by the present author (1995).

The Modernisation of household work is commonly related to rapid change in use of tools and the creation of new ideas of how the work should be organised. The consequences of these changes are increasing abstraction and fragmentation. Three different aspects of modern changes are discussed: changing tasks and ways of knowing, the genderisation of household work and the changing organisation of tasks in time and space.

Theoretical tools of interpretation have been taken from Carolyn Merchant's description of the struggle between a holistic organic way of thinking and a meristic mechanical world view. In the thesis the core of modernity is defined as autonomy and fragmentation. The essence of house work is defined as dependency and continuity which requires ability to deal with living processes.

The practice of modern household work is interpreted as dialectical turning between the above mentioned world views. This turning is accomplished by creation of what the author calls 'Everyday flowers', which symbolise a strategy women may use in coping with the growing contradictions between fragmentation and continuity in household work. This strategy may take the form of a 'zapping' between various projects, workplaces in time and space, ways of knowing and sex-roles. Zapping aims at creating meaning in a diverse and fragmented world.

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Swedish, ISBN 91-7170-187-7, 277 pages.

Keywords:

Household work, modernity, domestic labour, time, space, gender, knowledge, housing studies.

Lena Berg Villner:
Olof Tempelman, architect. 1745–1816.
[Tempelman: Arkitekten Olof Tempelman
1745–1816.]
History of Architecture, Dept. of Architecture
and Town Planning, Royal Institute
of Technology, Stockholm 1997.

Language:
Swedish, with English summary,
ISBN 91-7031-069-6, 296 pages.

Suzanne de Laval:
**Planners and Residents in Dialogue:
Evaluation methods**
[Planerare och boende i dialog:
Metoder för utvärdering]
Architecture and Town Planning, Royal
Institute of Technology, Stockholm 1997.

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Keywords:
Evaluation, evaluation methods, post-occupancy
evaluation, environmental psychology, cognitive
maps, physical planning design, participation in
planning, habitations.

The purpose of this thesis is to describe and analyse the architecture of Olof Tempelman, one of Sweden's foremost architects during the Gustavian era (1771–1809). Tempelman was also appointed the first professor in Civil Architecture at the newly established Royal Academy of Arts in Sweden. He was one of the leading exponents of the dramatic change in architecture that occurred during the last decade of the reign of Gustavus III. A more radical Neo-classicist style emerged, with inspiration not only from Antique remains but also from Renaissance as well as contemporary French architects.

Tempelman's development is followed through a study of his many various projects, including such well-known examples of his work as the Royal Pavilion at Haga, the Gymnasium and Residence house in Härnösand and the church at Forsmark. In addition numerous more anonymous examples of his work are discussed. One focus is the relation between architect and patron, particularly in relation to the King, whose influence over public building activity extended throughout Sweden and Finland.

The thesis is presented in two parts, the first containing descriptive and analytical material. One chapter relates to Tempelman's biography, another to his position as an academic teacher and member of the Royal Academy of Arts. The first chapter regarding Tempelman's architecture concentrates on his Royal commissions, the following on manorial houses, public buildings and ecclesiastical architecture respectively. The second section consists of a catalogue, with brief descriptions of the main body of Tempelman's work, considered in chronological order.

How does the planner evaluate a housing area that he or she has designed? How do you involve those who use and live in the area?

The thesis illustrates a possible route for evaluating feed-back (of experiences) for planners in a dialogue with the residents. The project has included tests of evaluation methods in two housing areas, Liljeholmsberget in Stockholm and the city block Smeden in Vaxholm.

The theoretical part of the thesis deals with the evaluation concept and the background and application of the methods. The fundamental differences between experts' and laymen's conceptions of our surroundings are also discussed. Methodology tests and methodology theories lead on to a discussion concerning the common areas of city building, planning and environmental psychology.

The method that has proved best for planners was walk-through evaluation. This method facilitates speedy and clear feed-back in dialogue with the residents. Trials with walk-through evaluation in Uppsala, carried out by planners at the town architect's office, are illustrated and the methodology is described in detail.