

LINE OF SITE

ACTIVE BRIEF:

CITY TRANSPORTATION INTERCHANGE



CLOSING DATE:

29/08/08



ACTIVE BRIEF:

CITY TRANSPORTATION INTERCHANGE

CLOSING DATE:

29/08/08

LINE
OF
SITE

City Cycle Interchange

For centuries the Interchange has played a defining role in the effectiveness of transport systems. Over the years people have had to use more than one mode of transport on some of their journeys. While in years past people might have had to switch from travel on horse & carriage to continue their journey on boats, today it is more likely to be a connection between rail and bus or taxi.

The advances in the various modes of transport have brought with them new challenges including pollution and health & well being. This brief brings the modern day social issues of transport connectivity together with the physical architecture of transfer between different modes of transport.

Here we want to concentrate on sustainable modes of transport – principally the bicycle – and look at how, by defining a new type of Interchange, the greater use of the bicycle can be encouraged in urbanised areas.

Location:

The location of your City Interchange building is not prescribed, you are left to select where you wish to construct it.

The design must incorporate one 'major' Interchange and should also include the design of a smaller satellite Interchange(s) that create 'connectivity' along longer cycle routes.

There are some criteria that need to be met when selecting the city or town;

For the purposes of selecting a location there must be a minimum population that the Interchange serves of at least 50,000 (that is the 'zone' in which the Interchange is situated must have a population of at least 50 000). It is possible for the 'zone' to be within a much larger city eg. Putney (Latitude 51°27'39.13"N Longitude 0°13'0.23"W) population approx. 80,000, is a metropolitan district of Greater London with a population 5,500,000)

The location you choose will require at least 1 major transport mode to be already in existence, typically from: rail/tram, private car park, public buses, air travel.

It must be a real location but does not need to be a 'vacant' site.



ACTIVE BRIEF:

CITY TRANSPORTATION INTERCHANGE

LINE
OF
SITE

CLOSING DATE:

29/08/08

Key Building Requirements: An overriding requirement of the scheme is to provide sustainable, clean & efficient transport within the selected locality through enhancing and encouraging the use of the bicycle.

The 'major' Interchange building should provide a positive interface with at least one other main transport system eg rail, road, air

The Interchange building should be designed to service commuting workers and so will form a key 'node' in the 'commuting corridor'.

The Interchange must connect with other smaller Interchange nodes which service the needs of the users of the network.

The smaller Interchange nodes may also link with other transport modes eg bus, tram.

The Environment:

This is one of the drivers behind the brief. Air pollution and the ever increasing congestion on roads is a major problem in most of the cities of the world due to the rapid increase in use of number of vehicles. The car is unquestionably a major polluter and in addition to cleaner engine technologies, the encouragement to use alternative, cleaner methods of transport will help to reduce pollution and improve air quality.

The Interchange itself may be used to promote and encourage use of cycling as a positive contributor to both sustainable cities and personal health.

The Population:

See location above.

The Economy:

The Interchange is intended to suit 'city economies'.

Building Purpose:

The Interchange does not have any fixed format. It is up to the designer to consider carefully the challenge and set out clear objectives that align with the top level requirements (see key requirements above)

Building Feel:

The Interchange building should feel easy to access and comfortable to use. Careful selection of facilities being offered within the Interchange will reflect the needs of the users.

Facilities should take into consideration peoples' comfort and hygiene as well as such issues as storage, security, maintenance etc of cycles. It is these services that will finance the running of the Interchange.

The building should subtly promote the sustainability and health agendas.

ACTIVE BRIEF:
CITY TRANSPORTATION INTERCHANGE

LINE
OF
SITE

CLOSING DATE:
29/08/08

1. Bikes parked at Train Station



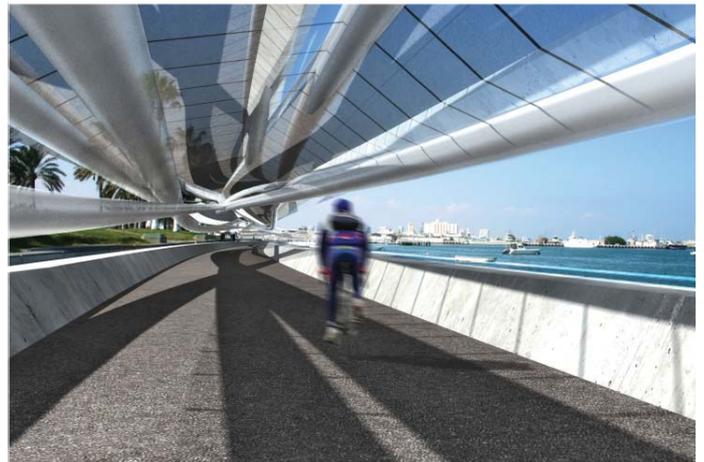
2. Cyclists meeting place



3. Interchange proposal - Wolverhampton, UK



4. Cycle infrastructure project in Doha, Qatar



5. Cycle to Bus system



ACTIVE BRIEF:

CITY TRANSPORTATION INTERCHANGE

LINE
OF
SITE

CLOSING DATE:

29/08/08

Area available to build:	Major Interchange: 4300 square foot or 400 square metres Satellite Interchange: 2100 square foot or 200 square metres
People Numbers:	Major Interchange: between 1000 and 3000 movements per day Satellite Interchange: between 500 and 1500 movements per day
Ground conditions:	According to your selected site.
Planning for the future:	A growth in the network ie more satellite Interchanges, and growth in usage by 50%
Cultural issues:	Respect the environment and ecology and environment.

Judging Criteria

In addition to the elements detailed in the brief this brief will be judged against;

1. Within the realms of possibility
2. Flow through the Interchange – efficient transfer from major mode of transport to cycles
3. Size of Interchange
4. Capacity of the Interchange
5. The consistency from Major Interchange to Satellite Interchange
6. Potential for expansion
7. The visual appearance of the building
8. Promotion of sustainability
9. Promotion of health theme
10. 'Relevance' of services within the facility to the clientele

NB. These are not the exclusive criteria against which submissions will be judged.



ACTIVE BRIEF:

CITY TRANSPORTATION INTERCHANGE

CLOSING DATE:

29/08/08

**LINE
OF
SITE**

Timetable: Must arrive by 29/08/2008

Rules - Line of Site competition

- 1 To enter the competition, you must have successfully completed the competition registration form. This only needs to be completed once, even if submitting an entry for more than one brief.
- 2 There is no restriction to the number of entries a competitor can submit for each brief, however each entry must have a unique email address.
- 3 Registrations will only be confirmed with the inclusion of a valid, operating email address for the applicant.
- 4 The competition is free to enter and open to anyone aged 18 years and over as of 06 June 2008.
- 5 Relevant entries must be submitted (and have been received) within the time schedule for each brief.
- 6 All entries must be original work created by the registered competitor.
- 7 To be judged, all submitted entries must be accompanied by registered competitors name and contact details.
- 8 All competition entries, be they hand drawn sketches or digital images, will only be accepted if submitted in the specified formats (see 'Enter Your Sketch' below).
- 9 All winners will be notified by email.
- 10 The judges' decision, in regard to all elements of the competition, is final.

Enter your Sketch - Line of Site Competition

Upload your entry to our servers

Log on to the website and choose 'upload' from the main menu, follow the on-screen instructions.

You can submit your entry as a free-hand drawing or as a digital image, judging criteria does not favour one approach over the other. You can use any media you like to create your sketch we just ask to ensure you end up with ONE Jpeg image of around A4 (297 x 210mm landscape, 300dpi approx 4MB) size, and any hand drawn entries should be scanned to this size. You can enter hand-drawn sketches through the post if you do not have the facility to scan your image - See below

Postal entries

Just remember to include your name, address, and registration email address with your sketch, preferably written on the reverse. Also any supporting text should be included with the sketch.

Line of Site Competition

The Studios,

Mansell Road, Telford,

Shropshire, TF1 1QQ



ACTIVE BRIEF:

CITY TRANSPORTATION INTERCHANGE

CLOSING DATE:

29/08/08

**LINE
OF
SITE**

Extra downloads

SketchUp and Google Earth

To enable you to use these powerful creative tools you will need to download both SketchUp and Google Earth and in order to get the very best results and to submit the most visually appealing work we recommend that you follow some of these tips;

- When using Google Earth be sure to have the terrains option ticked, this will allow you to view the terrain on which you will build in its most realistic view. Once you have that ticked use the rotate, zoom and tilt controls to view the site and its surrounding area.
- Before you export your selected view make sure that you have tilted the Google Earth view so that you looking at the site from a "top down" perspective. This will ensure that you take the truest view of your site into SketchUp.
- Before you start creating your SketchUp model on top of your chosen Google Earth view or before you place your completed SketchUp model onto your Google Earth view make sure that you have the "terrains" turned on in SketchUp. This will allow you to place your model on the ground and not beneath it, so that when you send your completed model back to Google Earth that it is not vertically land locked.

Download SketchUp

Download the free version or pro version of SketchUp to create your Sketch at www.sketchup.com

Download Google Earth

Make sure that you have the latest release of Google Earth, download it from <http://earth.google.com/download-earth.html>

