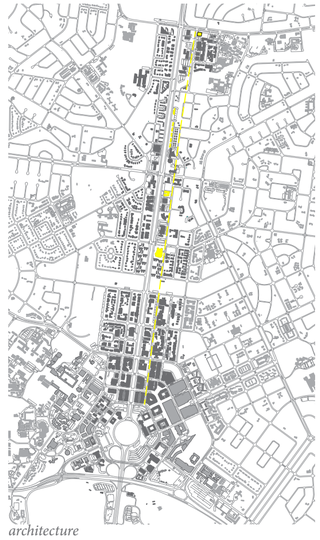
Light Rail: Urban Line

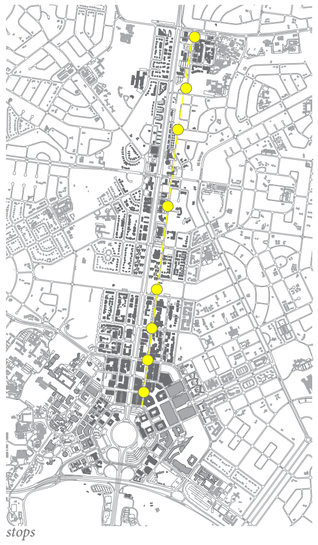
An Incidental Scale of Urban Encounters



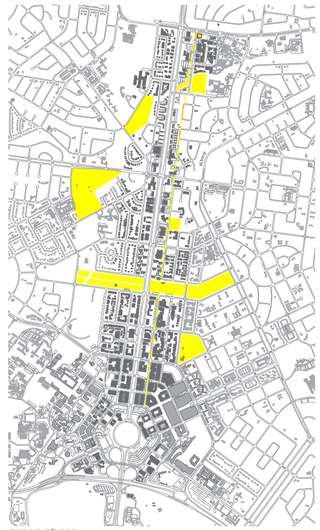
route



architecture



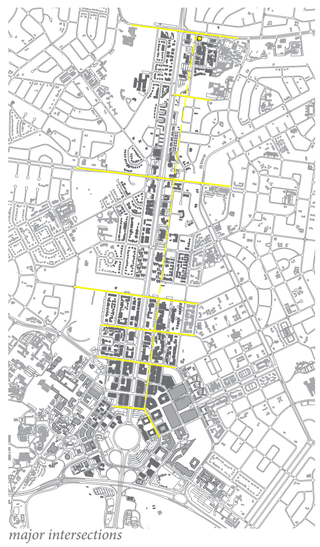
stops



green space

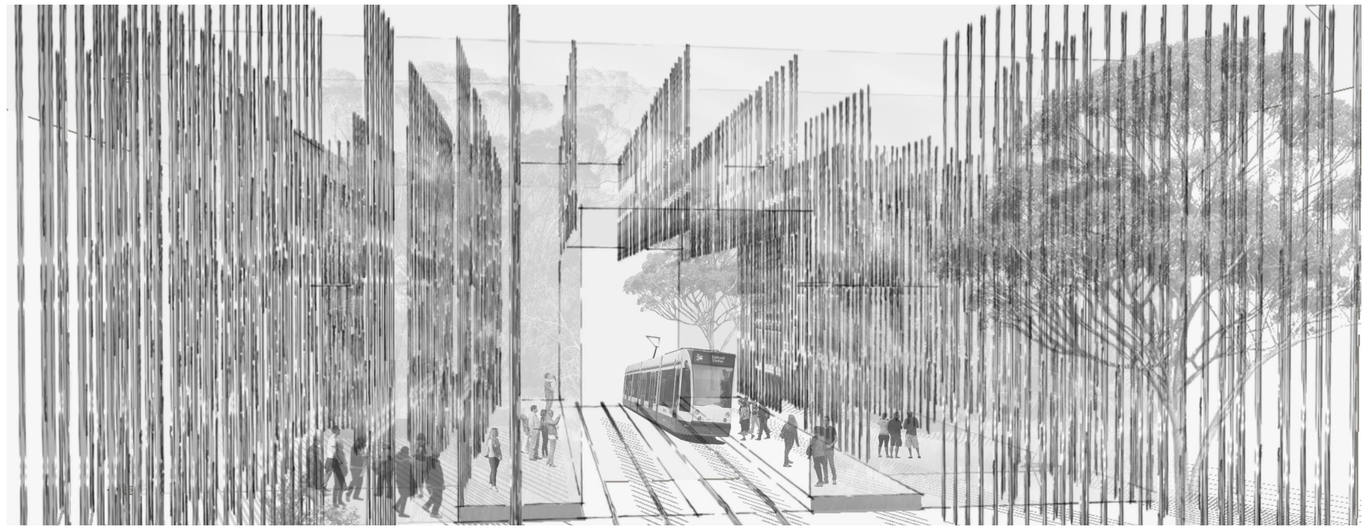


pedestrian routes



major intersections

The concept for a light rail route aligned along the urban street scale of Mort Street in Braddon all the way through to the Dickson transit hub, is to enable the commuter to be engaged with an incidental scale of connected fine grain encounters, that may act as catalyst infrastructure for urban initiatives and creative interaction. At intervals along the line, a series of ‘green’ hubs link parks and green spaces, and a series of ‘cultural’ hubs engage with building precincts of modern heritage and public value. A finer scale of ‘urban pavilions’ supports these hubs and offers a diverse range of amenities in a related language of crafted spatial incidents and material expressions. At the core of this concept is the belief that the unscripted encounter evolves out of the palimpsest of urban lives, lived and attuned over time. The intention within this proposal is to embed the daily routine of light rail commuting within a configuration of ‘possibilities’, spontaneous, connected and urban, ingrained at the street scale. Calibrated to the walkable city, the field of urban incidents compel us on to the next interaction of scale as a connected network. The light rail hubs: green, cultural and urban, are scaled up iterations of the small incident. The main transit hub is a further scaling in material and volume as a collected amplification. Alongside Canberra’s garden city legacy, this integration of fine grain scale will see the city transform in to a vibrant urban focus of ideas and humanist ideals.



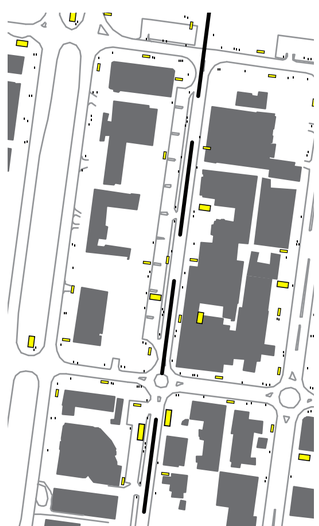




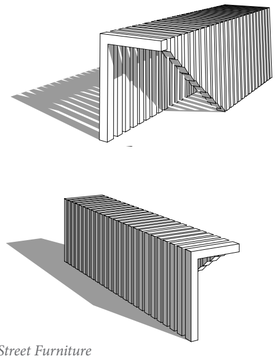
Cultural Hub



Green Hub



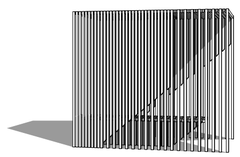
Urban Hub

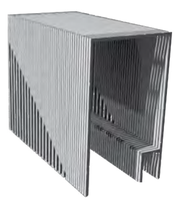


Street Furniture



Lamposts



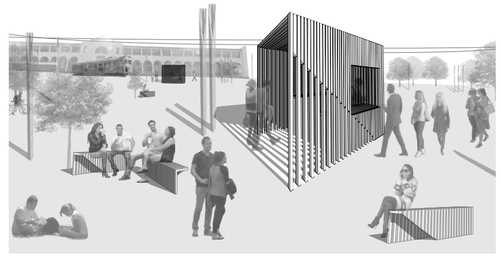


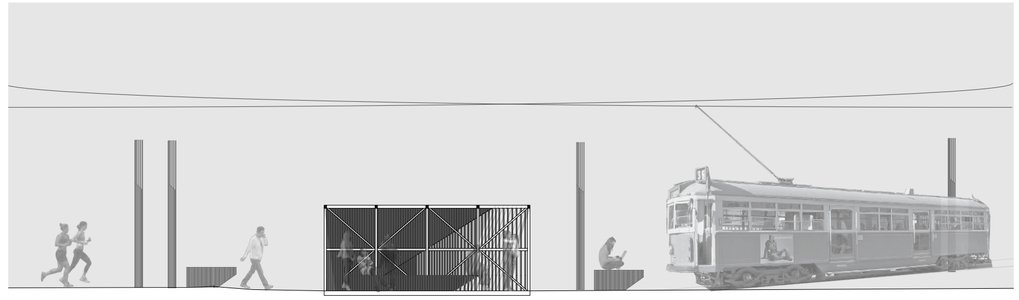
Shelters

'within the edge'

Haig Park's original purpose was to protect the city of Canberra from harsh winds. The city has now grown beyond this early boundary, and the intention within the proposal is to readapt the Park's role as a barrier and to alter it, so that it links in with the city and instead becomes a place of picnics and parties, where people meet and play. Small pavilions are placed through the Park on a grid to link them into the urban fabric of Braddon. They are small incidents of architecture that relate to urban Lonsdale and Mort streets and form a part of the streetscape, capturing the rhythm of the city within the Park. The design includes picnic tables, a tower, shelters, swings, bbqs, bell tower, café/bar, dance floor, seats, street furniture, bike racks, notice boards, homeless shelters, book exchange, lamp posts, pot plant holders and film screen.













Light Rail alignment options:

The idea of small incidents of architecture on a grid or as part of a field could enable the Northbourne corridor or alignment to be used in combination with the Mort street alignment all the way through to the Dickson transit hub.
It could be possible for the South line to travel along Northbourne Avenue and the North line to travel along Mort Street. This alignment would enable the light rail to engage with the fine grain urban fabric and incidental scale offered by Mort and Lonsdale Streets in Braddon, taking advantage of the wide verge and existing tree setback along Mort St. The Sydney Building on East Row would be the end stop, with an 'urban hub' street stop at Mort St, a 'green hub' stop at Haig Park, a 'cultural hub' stop near Churchill House, and another aside the ABC icon, a 'public heritage' stop at Northbourne/Dickson Flats, continuing on to the Dickson transit hub in an aligned zone. This approach offers the advantage of tram visibility along Northbourne Avenue as well as the urban interaction and fine grain engagement of the tram scale along the Mort Street alignment, while reducing the impact and disruption to existing car lanes, cyclist lanes and bus lanes as the trams would be traveling with the traffic flow in one direction along the verge. This may also add to pedestrian safety as it eliminates the need to crossover to the opposite track.





