

# Tír na nÓg

In Irish mythology, Tír na nÓg (land of young) or Tír na hÓige (land of youth) is one of the names for the celtic otherworld. Tír na nÓg is depicted as an island paradise and supernatural realm of everlasting youth, beauty, health, abundance and joy.

**nathan cilona**

march 1, final portfolio submission.

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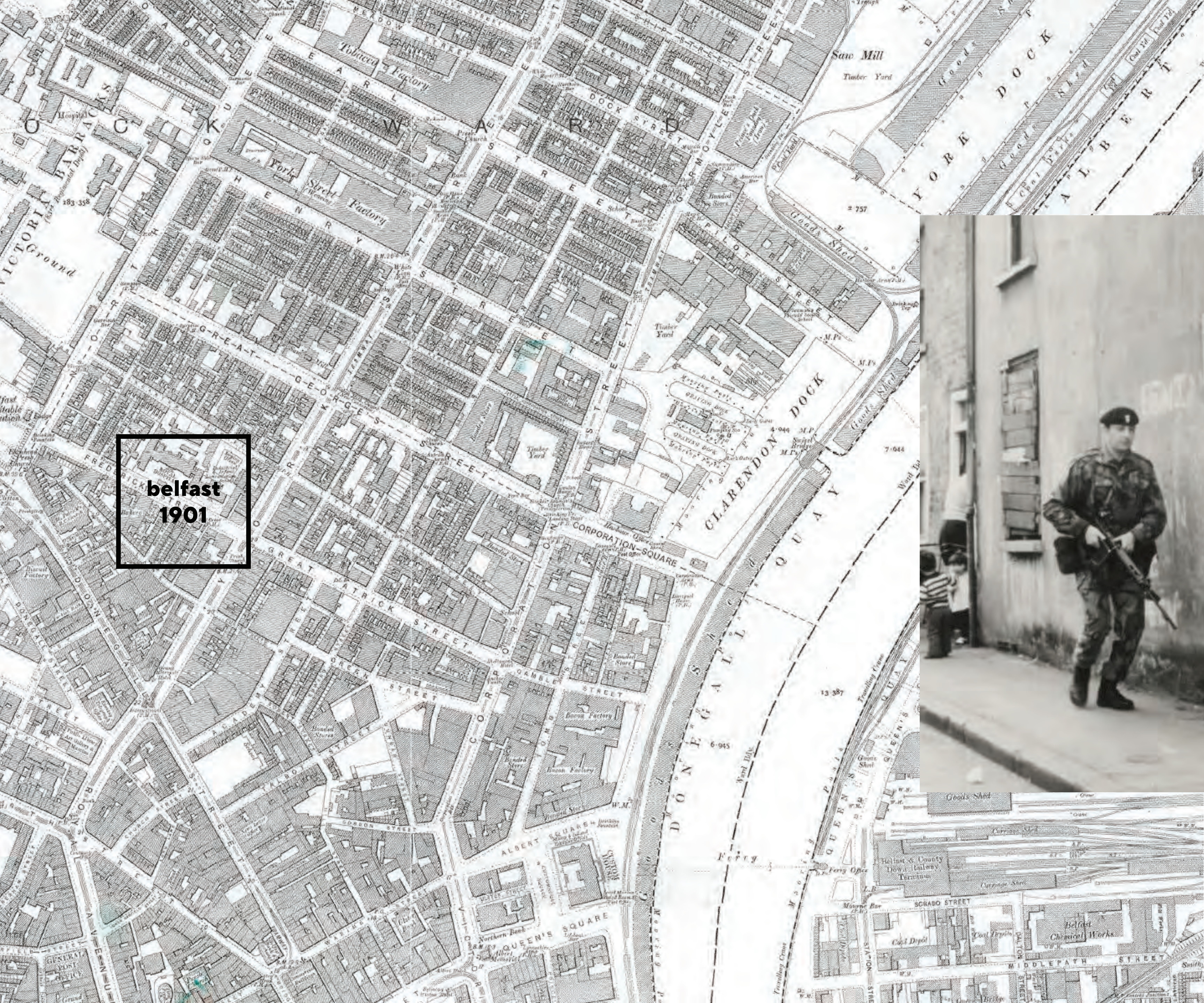
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## **intro.**

Throughout the year, the StreetSpace Studio has been researching into the past of a place left by its community, although it is a very qualitative location, very close to the city centre and to the docks of Belfast, Sailortown.

After a first semester dedicated to the research of photographic archives, everyone has been choosing a site and a brief to think of a new Sailortown, based on and for the community and to recreate the urban fabric that was the identity in the past, based on some incredible stories participants have been telling us, alongside the research. This portfolio concludes the whole project along the year, using the research as a base to design the project, and develop it into the details.

**from first semester.**



**belfast  
1901**

**from first semester.**  
sailortown yesterday



**sailortown  
1936**

from archives, we have been able to do a lot of photographic and mapping research on the sailortown of yesterday, very different from the one we see today. what about this very dense urban fabric? it is the urban translation of a strong community.

**from first semester.**  
sailortown today



**belfast  
2016**



**sailortown  
2020**

how the place looks today, vacant of people, life, and  
missing its community.  
empty car parks and a motorway, that's sailortown  
today.

# from first semester.

a typical sunday routine

## 24 hours of auto-ethnography in sailortown.

after meeting participants from the church community twice, the auto-ethnographic research helped building a typical day in sailortown and get to understand it better.

it is a timeline collage made of the stories told by the people and the observation of an outsider in the place.



## 08h34

it's sunday. so, it's more or less the same as an hour before. the rays of sunshine have already vanished, it's time for the clouds to cover the industrial skyline of sailortown. the large carparks have emptied, except for one or two probably abandoned cars. the noise of the motorway is softly growing into the streets alongside it



## 11h14

his granny, already it's time to go home. get the umbrella, john helped katheleen to put on her coat and they waved goodbye to



**ship office**  
shared history interpretive project

the way back, under the motorway which appears to be the border of sailortown, a few boys hang around talking in the dark beside their flashy cars.

sailortown is a ghostly place now. no cars on the roads, no one except an elderly homeless man, lying on the ground of the carpark under the motorway. the only area with any lighting

## 04h22

## 07h18

the first rays of sunshine break enlighting the top floors of the buildings standing alongside the church. pedestrians are rare but some cars and buses starts to flow near corporation street. a garbage truck is one of the major sounds during the early morning hours.





the traffic is still calm, you can easily cross the intersection without fearing to be hit by a car. it starts raining, just a bit, enough to open the umbrella but not enough to discourage the faithful from praying in front of their church. so here it is, the sunday morning service, unusually and unconventionally happening on the partially sheltered sidewalk, which is actually a sort of the scaffold that's ensuring the church doesn't collapse. a few faithful parishioners are standing up, some of them are sitting on folding chairs, the older people have just parked the car just beside the footpath, with the window open just enough to hear the prayers and reply 'amen', and not so much that the rain can't enter the car. the streets around are as ghostly as they are at night, when there are no office workers. some cyclists have braved the rain to cycle. a couple of streets away from the church, by the docks, you might notice one or two joggers.

11h14

the service draws to an end, it's time to go inside and have a cup of tea, some biscuits and talk about this and that. i guess this is a ritual. the weekly routine of a few elderly sailortown decedents, who have known each other for years upon years. really, it's just another typical sunday morning, catching up on all the gossip with past neighbors. some laughs, some funny stories about the past and some smiles to the little boy who came with his granny, already it's time to go home. get the umbrella, john helped katheleen to put on her coat and they waved goodbye to everyone.

extract from the timeline





## from first semester. a typical sunday routine in sailortown

**00h00** . corporation street is sleeping on this dark and rainy night. some cars are speeding across the avenue in just a few seconds, and then the calm returns. an empty cab stops by and ask if i'm looking for a lift. from here i can hear some sirens from the city center. they sound not too far away. there's not much happening except the noise of the motorway, vibrating through dock street. on the way back, under the motorway which appears to be the border of sailortown, a few boys hang around talking in the dark beside their flashy cars . **04h22** . sailortown is a ghostly place now. no cars on the roads, no one except an elderly homeless man, lying on the ground of the carpark under the motorway. the only area with any lighting is the docklands full of containers and parked trucks. everyone must be asleep now, even the motorway has silenced . **07h18** . the first rays of sunshine break enlighting the top floors of the buildings standing alongside the church. pedestrians are rare but some cars and buses starts to flow near corporation street. a garbage truck is one of the major sounds during the early morning hours . **08h34** . it's sunday. so, it's more or less the same as an hour before. the rays of sunshine have already vanished, it's time for the clouds to cover the industrial skyline of sailortown. the large carparks have emptied, except for one or two probably abandoned cars. the noise of the motorway is softly growing into the streets alongside it . **10h02** . the traffic is still calm, you can easily cross the intersection without fearing to be hit by a car. it starts raining, just a bit, enough to open the umbrella but not enough to discourage the faithful from praying in front of their church. so here it is, the sunday morning service, unusually and unconventionally happening on the partially sheltered sidewalk, which is actually a sort of the scaffold that's ensuring the church doesn't collapse. a few faithful parishioners are standing up, some of them are sitting on folding chairs, the older people have just parked the car just beside the footpath, with the window open just enough to hear the prayers and reply 'amen', and not so much that the rain can't enter the car. the streets around are as ghostly as they are at night, when there are no office workers. some cyclists have braved the rain to cycle. a couple of streets away from the church, by the docks, you might notice one or two joggers . **11h14**. the service draws to an end, it's time to go inside and have a cup of tea, some biscuits and talk about this and that. i guess this is a ritual. the weekly routine of a few elderly sailortown decedents, who have known each other for years upon years. really, it's just another typical sunday morning, catching up on all the gossip with past neighbors. some laughs, some funny stories about the past and some smiles to the little boy who came with his granny, already it's time to go home. get the umbrella, john helped katheleen to put on her coat and they waved goodbye to everyone . **14h47** . the middle of the afternoon in sailortown looks a bit like a bad post apocalyptic american movie. i wonder what's going to happen next. but it seems there is nothing here, except one or two cars, and a couple walking their dog. where is everyone? walking past windows of terrace houses, light cascades outwards possibly from a television . **19h23** . the night is already here, and still it is raining, driving fast through the streets in their modified. they play the music loud, and the engines roar, it's enough to get the attention of the few people walking on the footpath. otherwise, the calm has return in the peaceful streets of sailortown . **22h54** . that's it, no one left in the streets, just sleeping cars and trucks. some lights are coming from the windows of some inhabited houses, the rest of the yellow light coming from the street lamps each side of corporation street which reflects from the puddles of rain. **00h00**

*the 24-hours ethnography in sailortown.*



## from first semester.

a typical sunday routine in sailortown

**10h02** . the traffic is still calm, you can easily cross the intersection without fearing to be hit by a car. it starts raining, just a bit, enough to open the umbrella but not enough to discourage the faithful from praying in front of their church. so here it is, the sunday morning service, unusually and unconventionally happening on the partially sheltered sidewalk, which is actually a sort of the scaffold that's ensuring the church doesn't collapse. a few faithful parishioners are standing up, some of them are sitting on folding chairs, the older people have just parked the car just beside the footpath, with the window open just enough to hear the prayers and reply 'amen', and not so much that the rain can't enter the car. the streets around are as ghostly as they are at night, when there are no office workers. some cyclists have braved the rain to cycle. a couple of streets away from the church, by the docks, you might notice one or two joggers . **11h14**.

*extract from the 24-hours ethnography in sailortown.*

**how to bring  
the community  
back together?**

**people need a place to gather and meet.**

**kids need a place to gather and meet.**

a place **for kids**  
can be a place  
**for the community**  
to meet again.

it can be

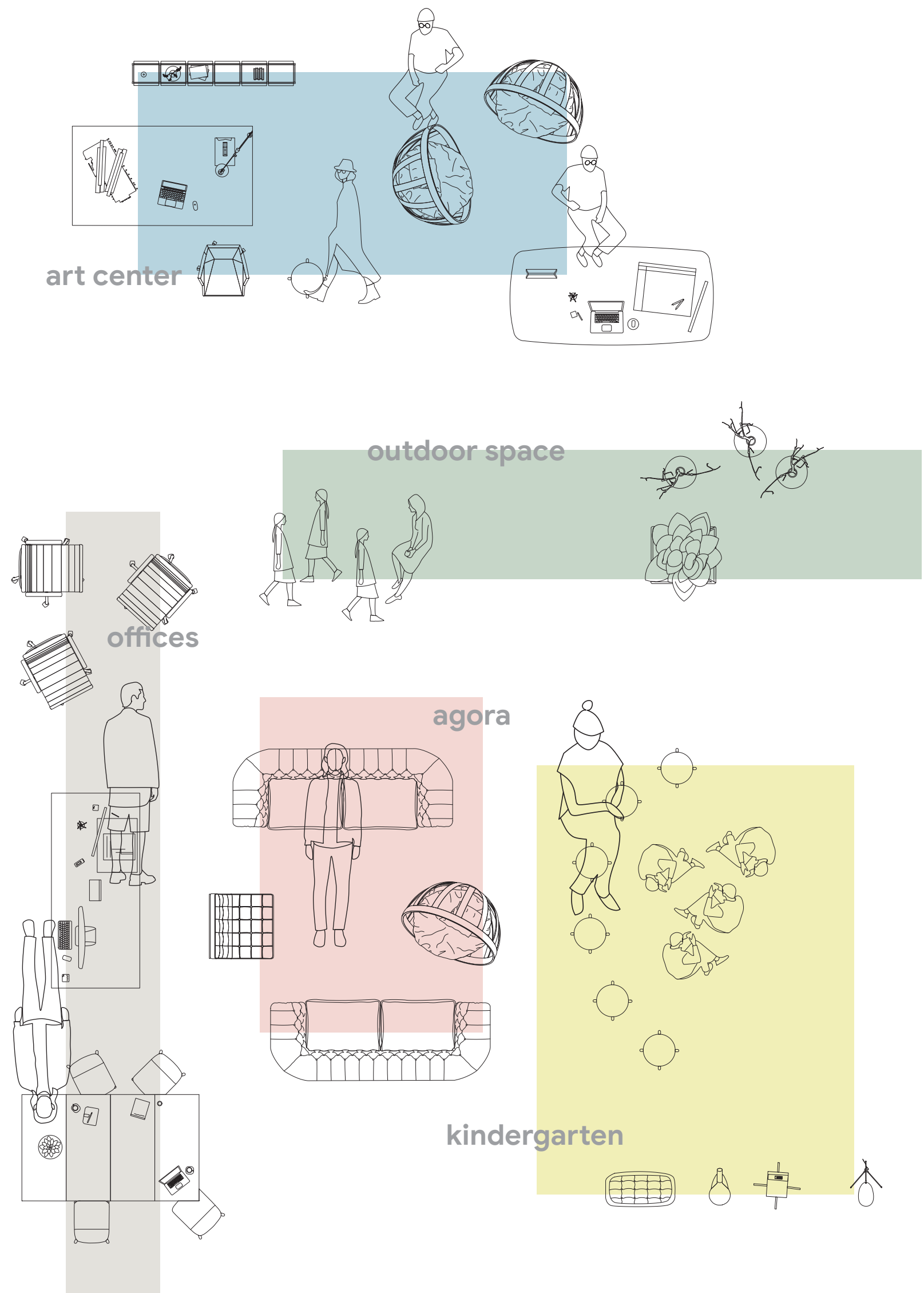
a school, a library, a  
**kindergarten**, a kids  
gallery, a preschool,  
**a music school**, a  
multi sport club, a  
children theater,  
**a performance  
stage**, a cultural  
place, a public  
space, **a space for  
the community**,  
a spiritual place,  
**an office for ship**,  
a leisure space, a  
**garden**, a park

**brief & site strategy.**



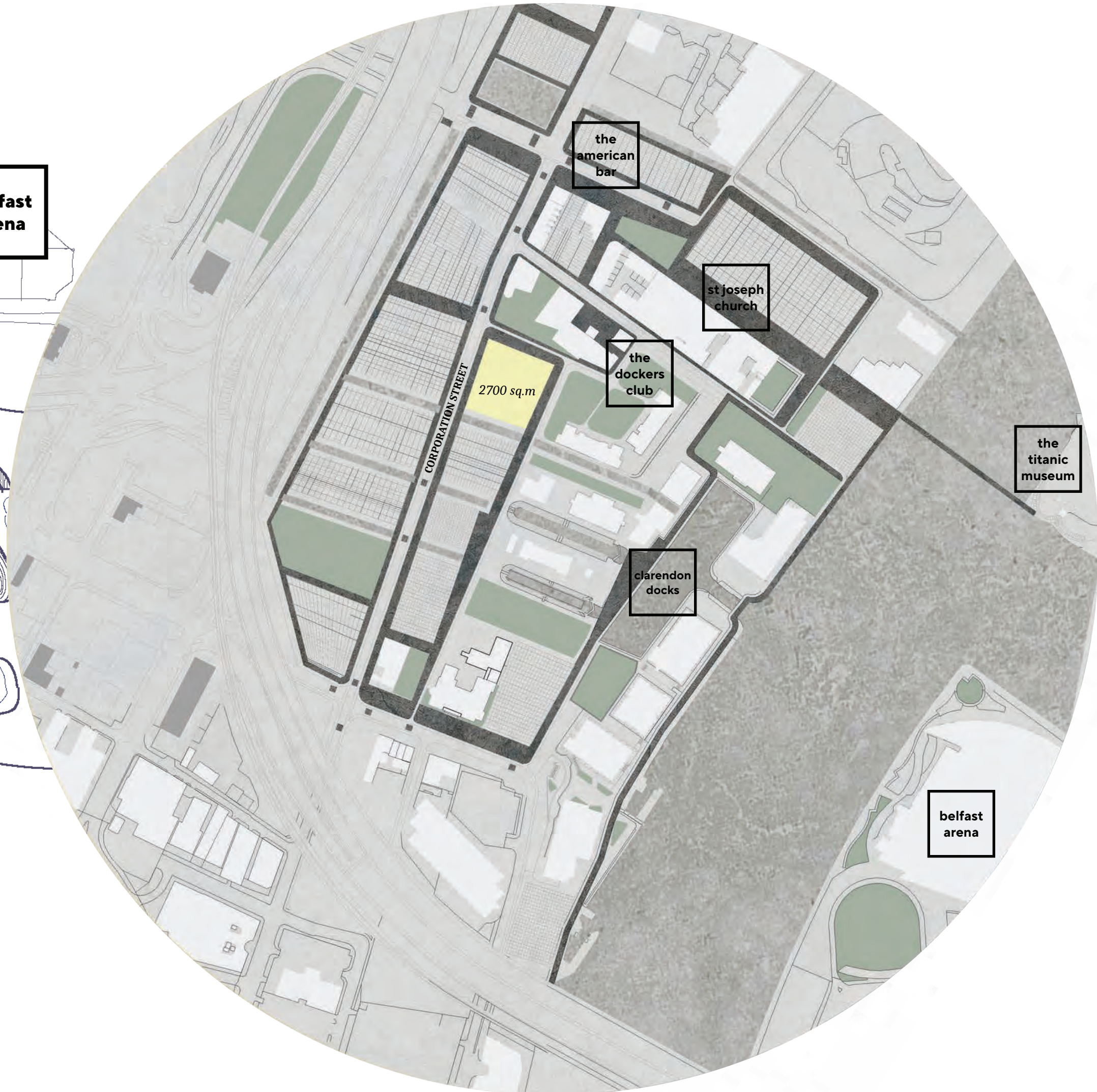
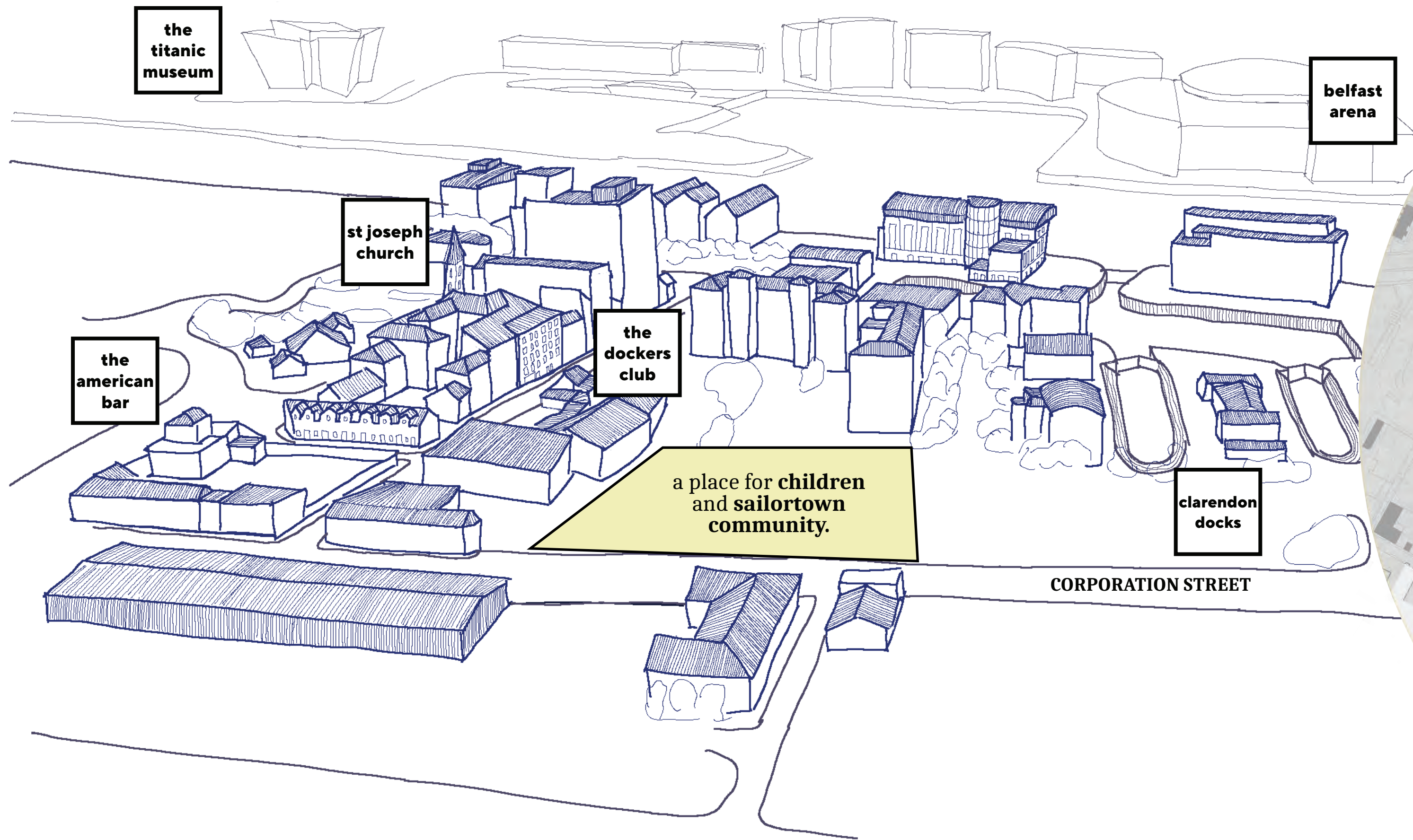
# brief & site strategy.

from the research to a brief



# brief & site strategy.

from the brief to a site



street space  
new masterplan proposal

**how to  
participate to the  
new sailortown  
quarter?**

**using a very centered site  
for a brief based on the community.**

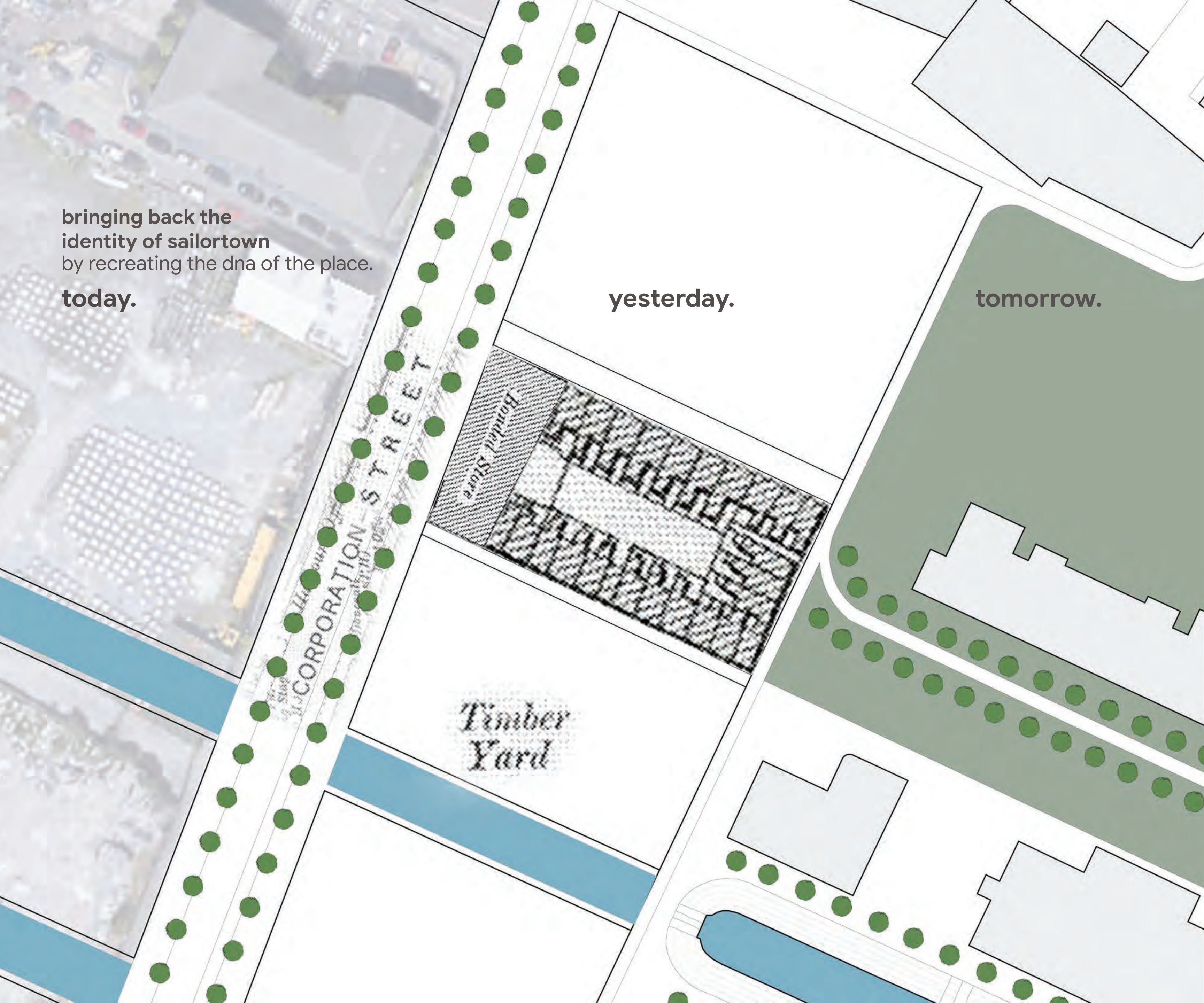
**design.**



# Tír na nÓg

belfast, sailortown.

a place for children to gather and  
meet, to learn, make and perform  
all kinds of arts. a place for  
bringing the sense of community  
back in sailortown.



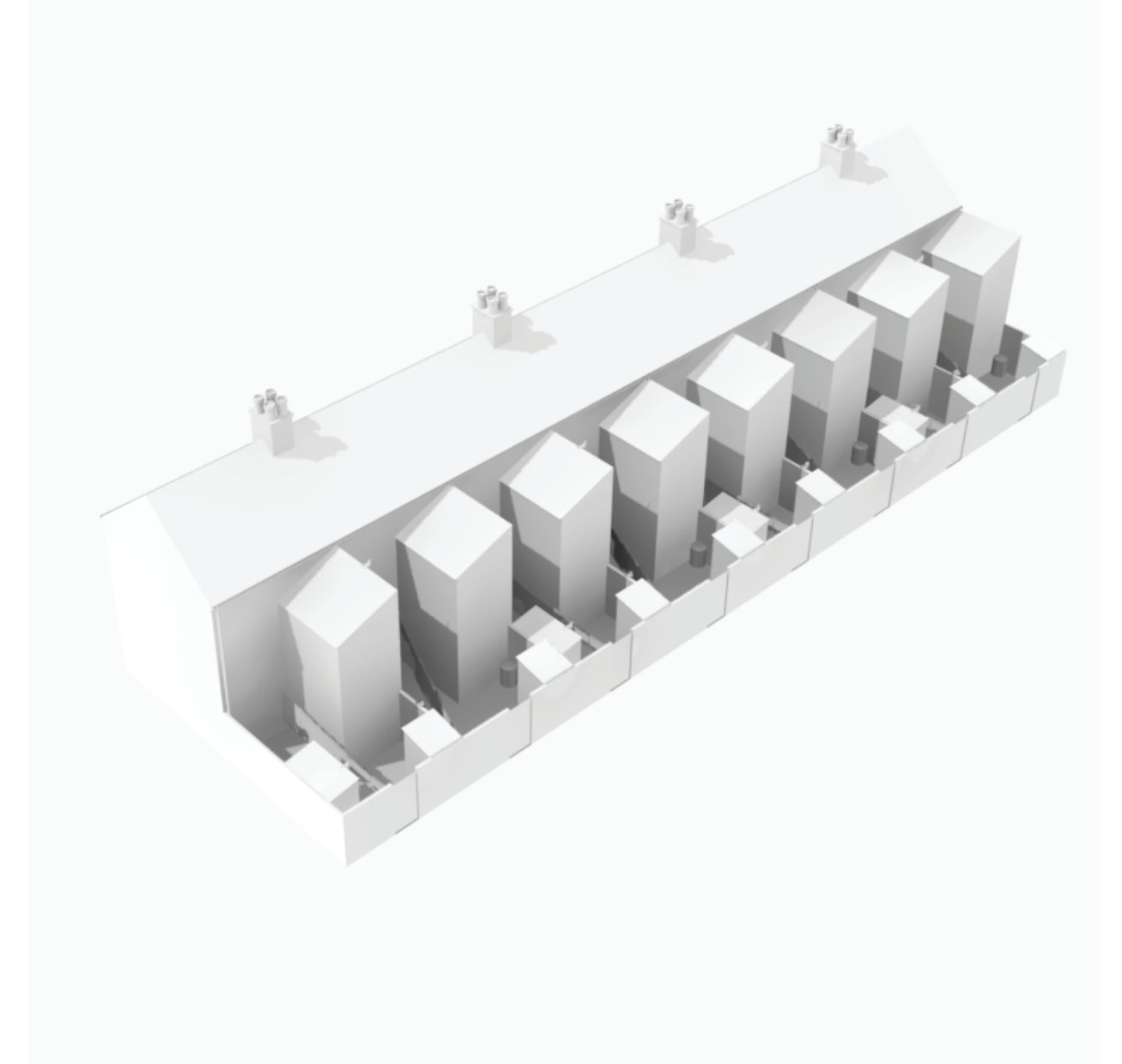
bringing back the identity of sailortown by recreating the dna of the place. today.

yesterday.

tomorrow.

Timber Yard

**design.**  
massing concept



model of terraced houses.

concept plan of massing.

**design.**

overall axonometric

community  
centre

kindergarten

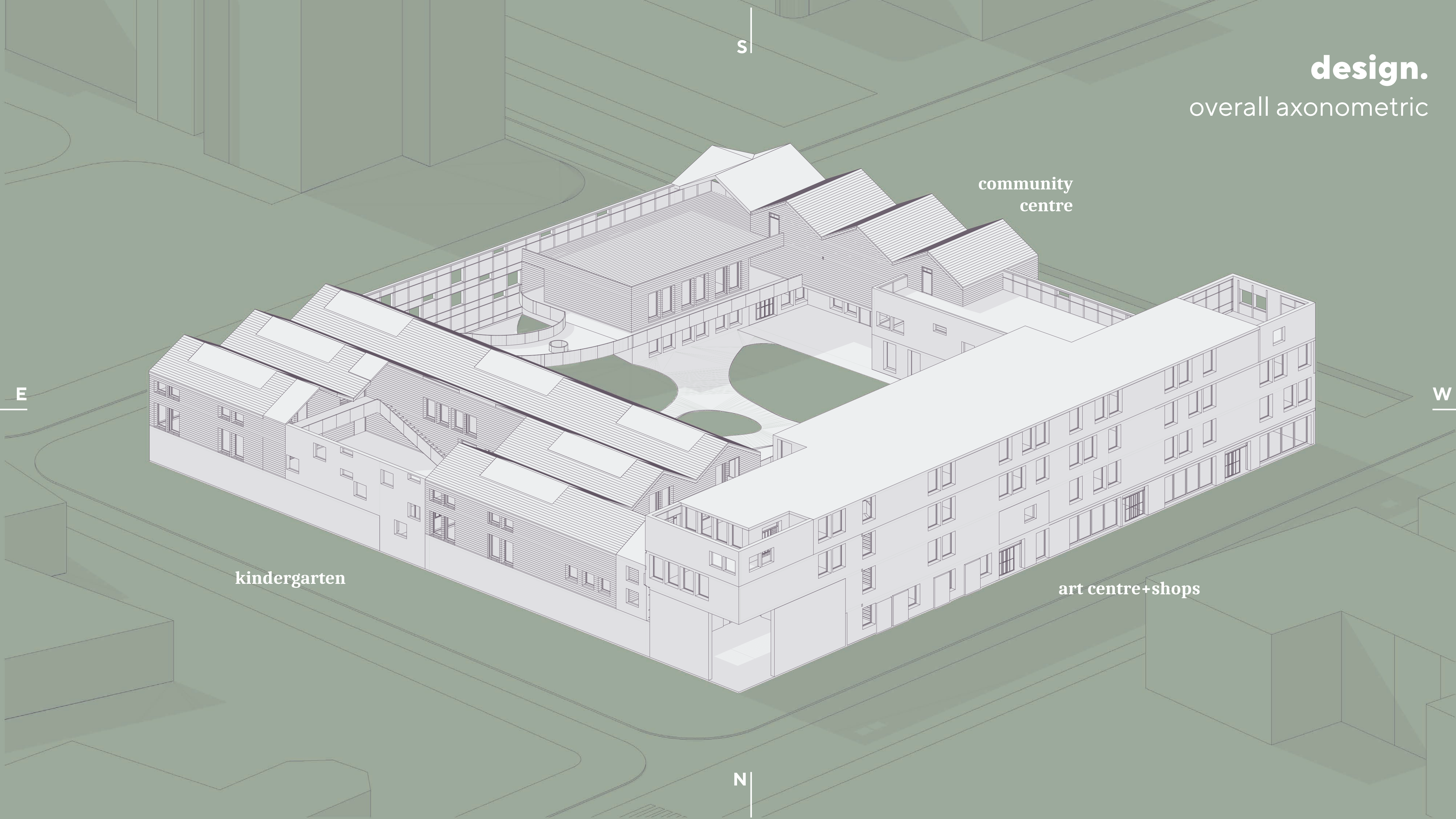
art centre+shops

S

E

W

N





**design.**  
massing plan



N

W

E

corporation street

north  
courtyard

patio

outdoor  
sandbox

topographic garden

arts center outdoor  
courtyard

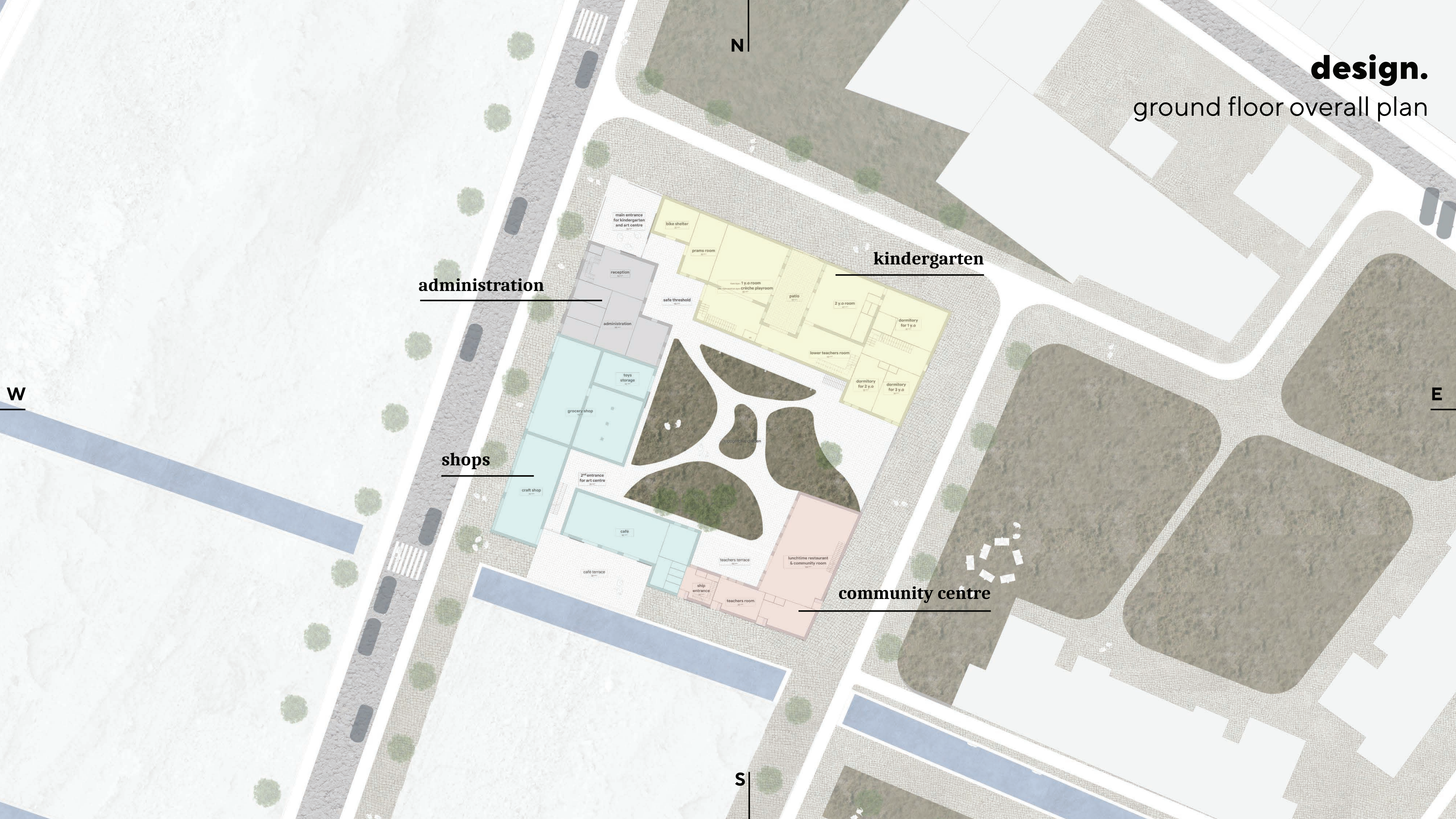
terrace

walkable roof

S

**design.**

ground floor overall plan



N

W

E

S

**administration**

**kindergarten**

**shops**

**community centre**

main entrance for kindergarten and art centre

bike shelter

prams room

reception

administration

safe threshold

1 y.o room

crèche playroom

patio

2 y.o room

dormitory for 1 y.o

lower teachers room

dormitory for 2 y.o

dormitory for 3 y.o

grocery shop

toys storage

topiary garden

2nd entrance for art centre

craft shop

cafe

teachers terrace

lunchtime restaurant & community room

cafe terrace

ship entrance

teachers room

# design.

first floor overall plan



kindergarten

art centre

community centre

N

S

W

E

**design.**

second floor overall plan



**kindergarten**

**art centre**

**community centre**

N

S

W

E

art workshop 1

art workshop 2

art workshop 3

art workshop 4

exhibition space

kindergarten courtyard

motor skills room & sports games

patio

outdoor sandbox

topographic garden

artcenter outdoor courtyard

cafe terrace

upper space

library

upper space

teachers terrace

walkable roof

**design.**

third floor overall plan



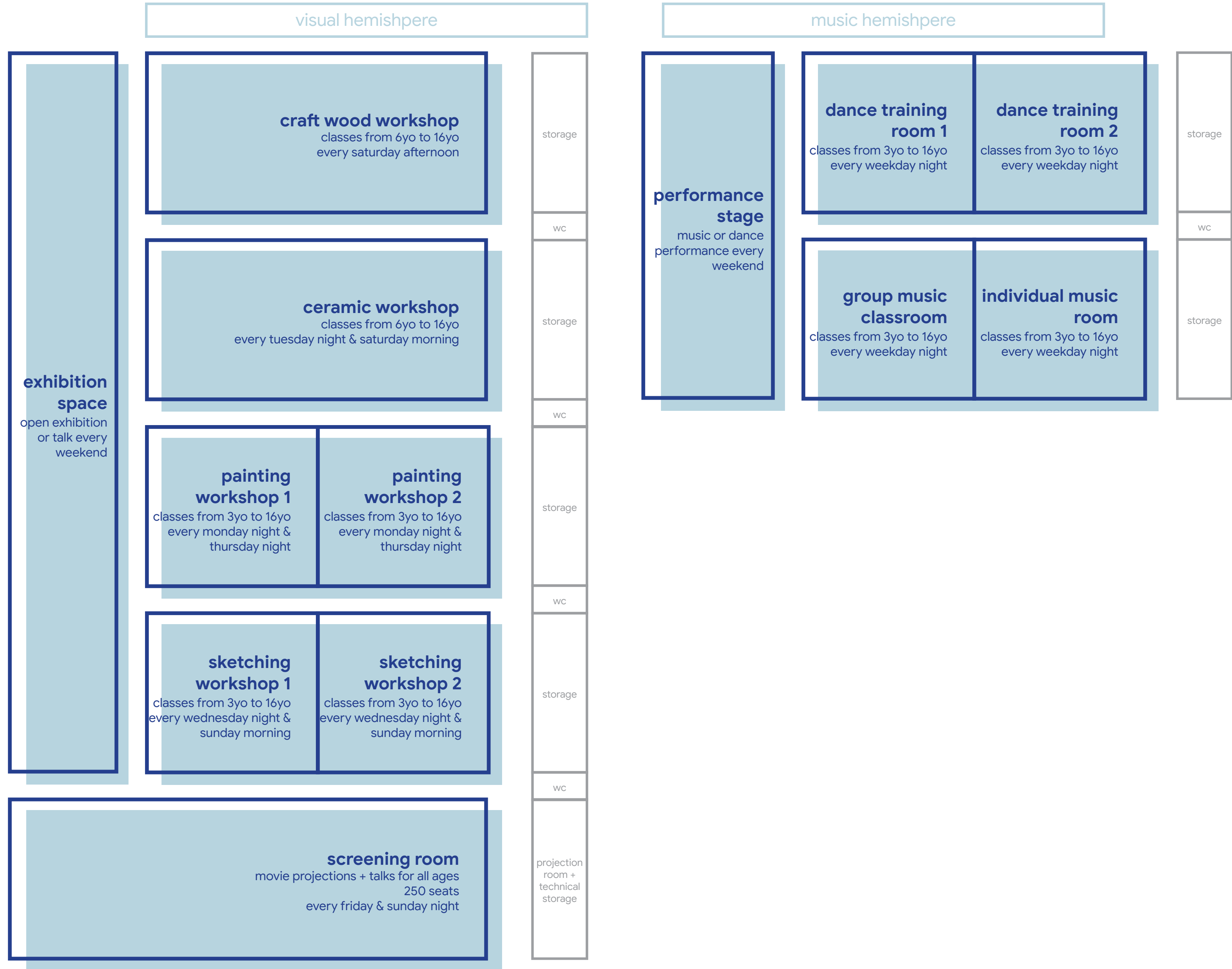
**art centre**

**W**

**E**

**N**

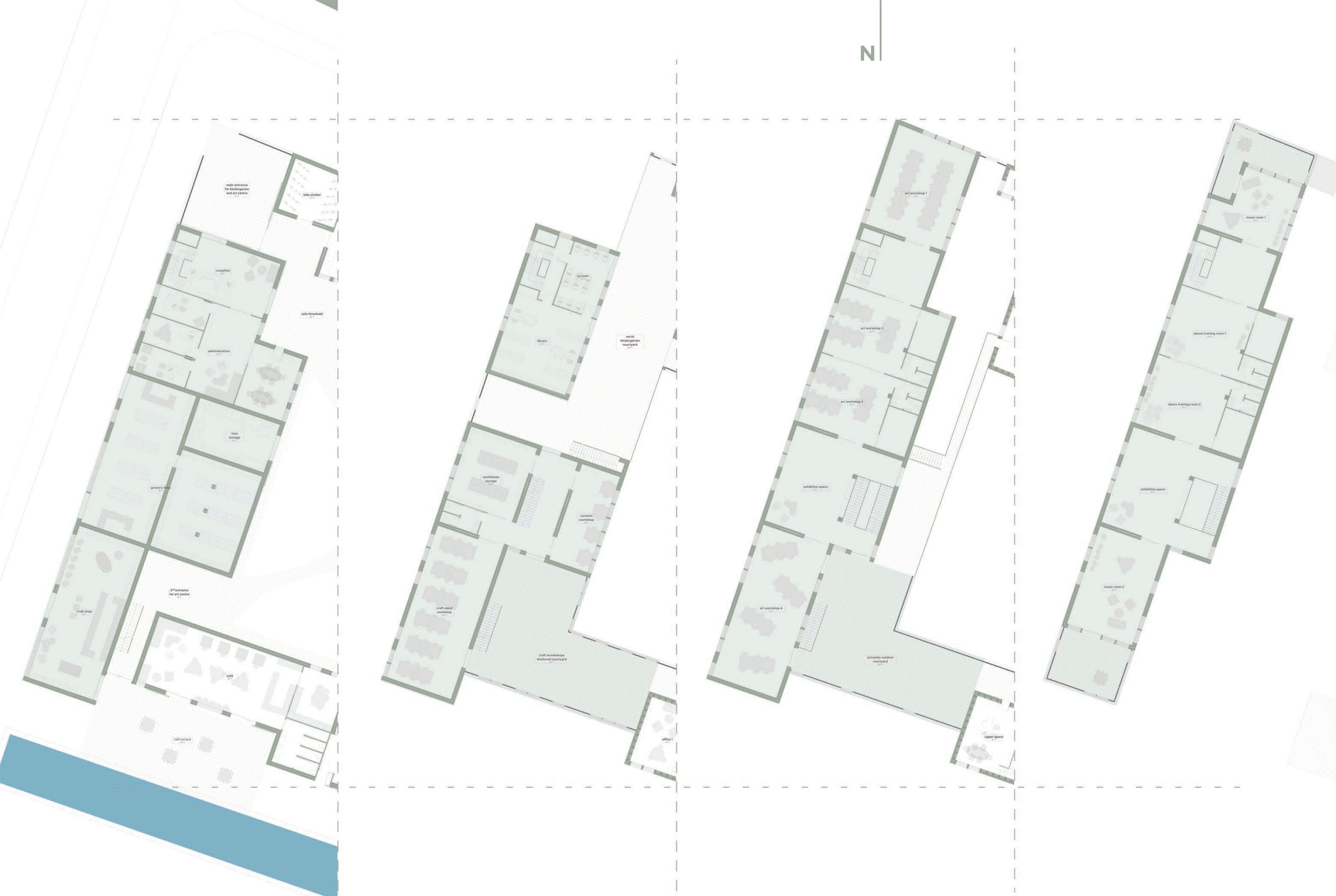
**S**



**design.**  
art centre program

# design.

art centre plans



N

**ground floor plan**  
*only shops+administration on corporation street.*

**first floor plan**  
*library, it room & ceramic workshop.*

**second floor plan**  
*four art workshops, exhibition space.*

**third floor plan**  
*two music rooms and two dance training rooms.*

**design.**  
art centre section





# design.

views from the art centre



**the music workshops.**  
*on third floor*



**the craft workshops.**  
*extract from first floor plan*

**kindergarten**  
preschool+crèche



**administration**  
offices



**design.**  
kindergarten program

# design.

kindergarten plans



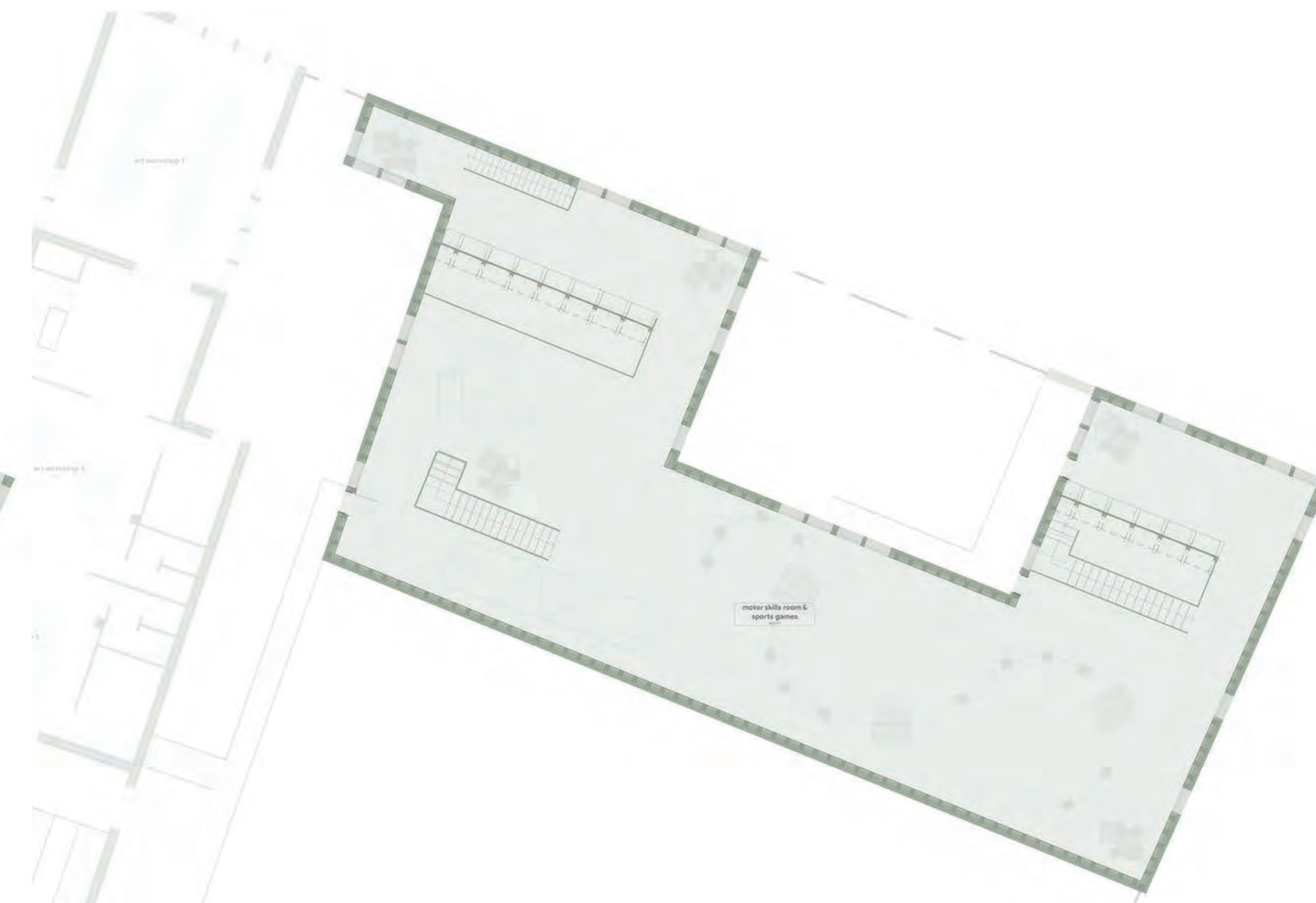
### ground floor plan

*bike&prams shelter, 1year-old room, 2year-old room, teachers room, dormitories.*



### first floor plan

*teachers room, 3year-old room, 4year-old room, outdoor sandbox, courtyards.*



### second floor plan

*motor skills room & sports games, 3 and 4year-old room mezzanine*

**design.**

kindergarten section



# design.

views from the kindergarten



**the three-year-old room.**  
*on the first floor and its mezzanine on the second floor*

# design.

views from the kindergarten



**the four-year-old room.**  
*on the first floor and its mezzanine on the second floor*

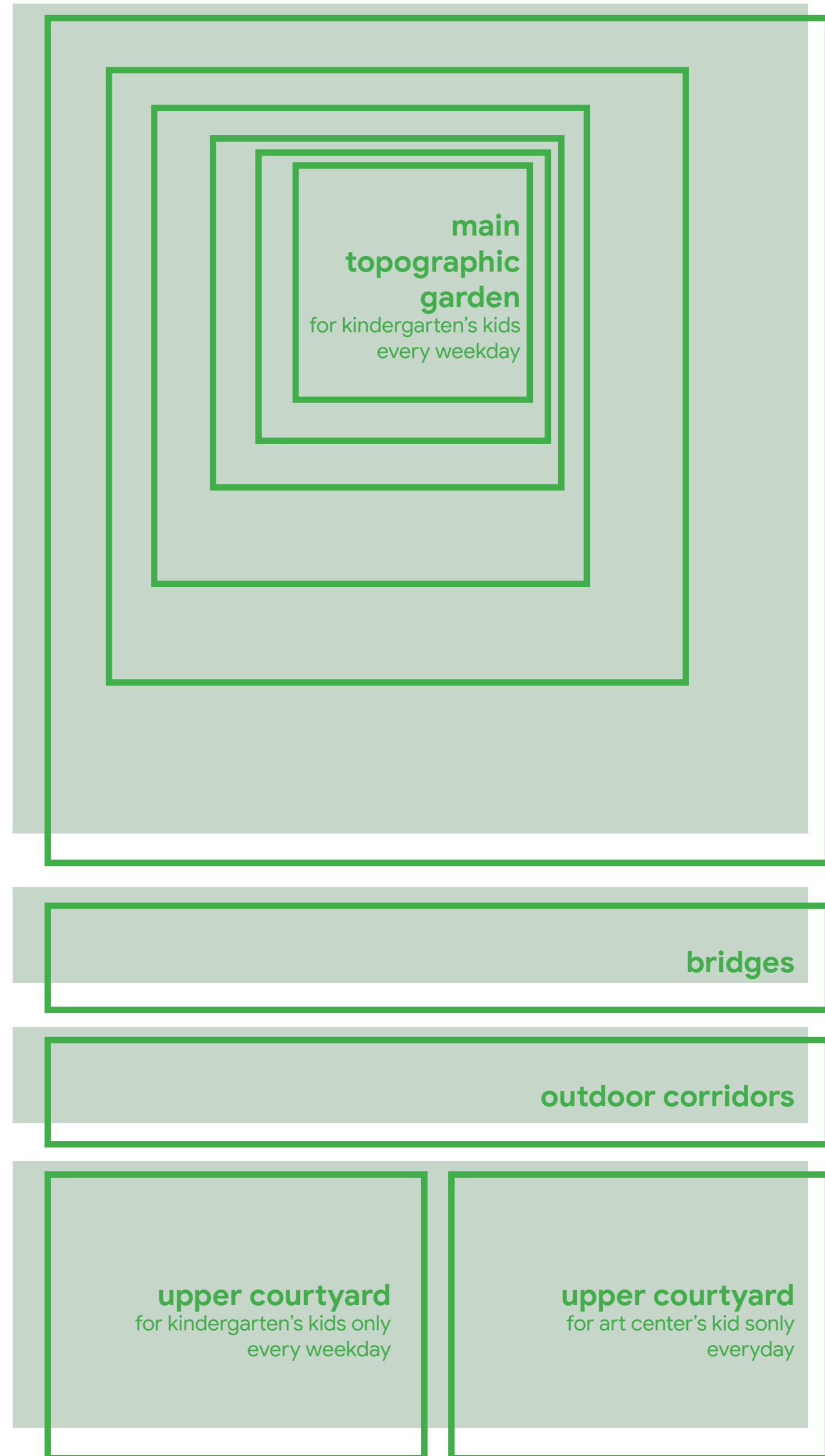
**design.**

views from the kindergarten



**the patio.**  
*for the kindergarten*

**outdoor space**  
garden+courtyards



**agora**  
community events

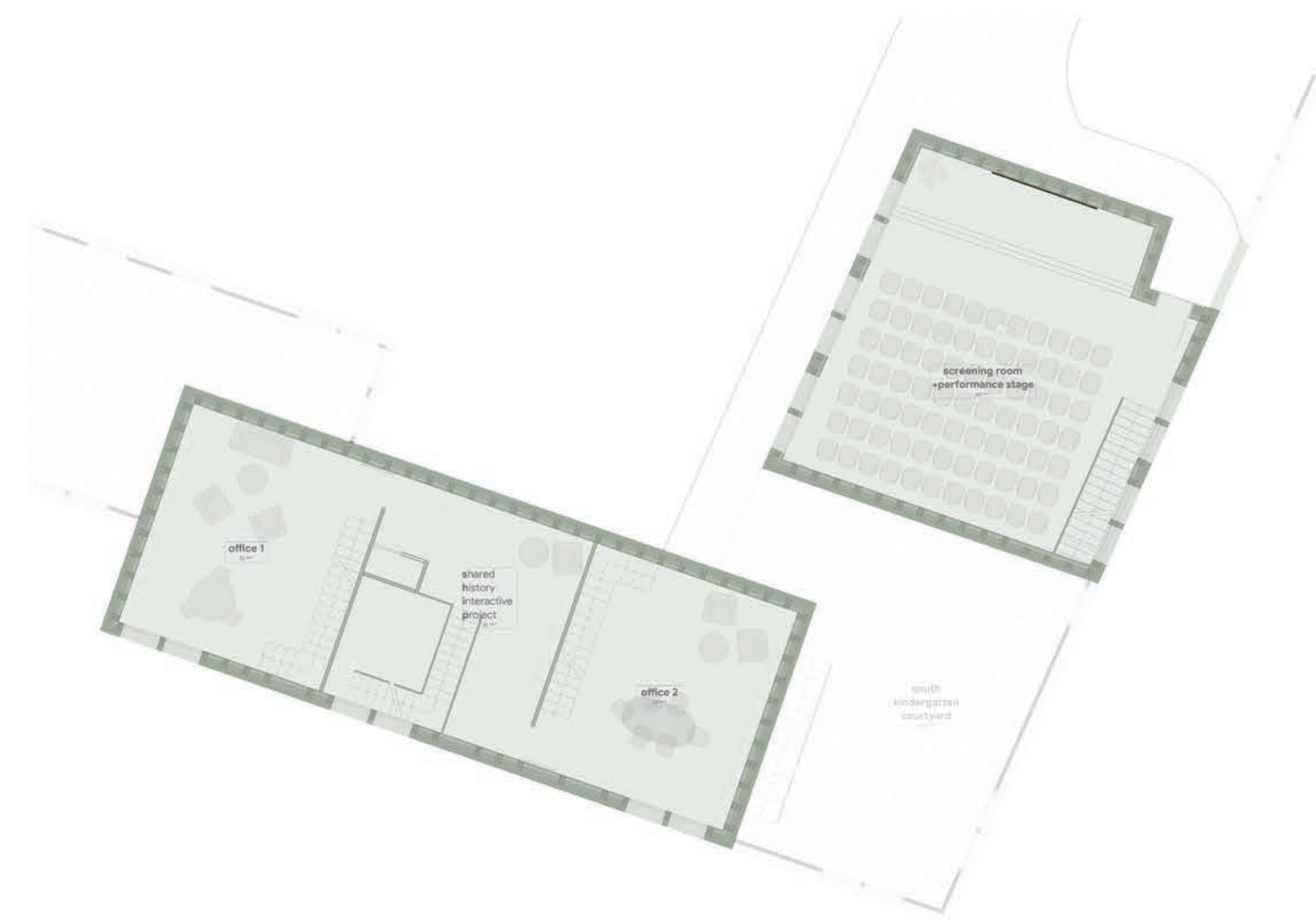


**design.**  
outdoor & agora program



**ground floor plan**

*'ship' offices entrance, teachers room, lunchtime restaurant (community room at night).*

**second floor plan**

*two 'ship' offices, screening room (or performance stage).*

**second floor plan**

*two upper offices and library for 'ship'.*

**design.**

views from the outdoor



**the garden and the courtyards.**  
*for the kindergarten*

**design.**

views from the outdoor



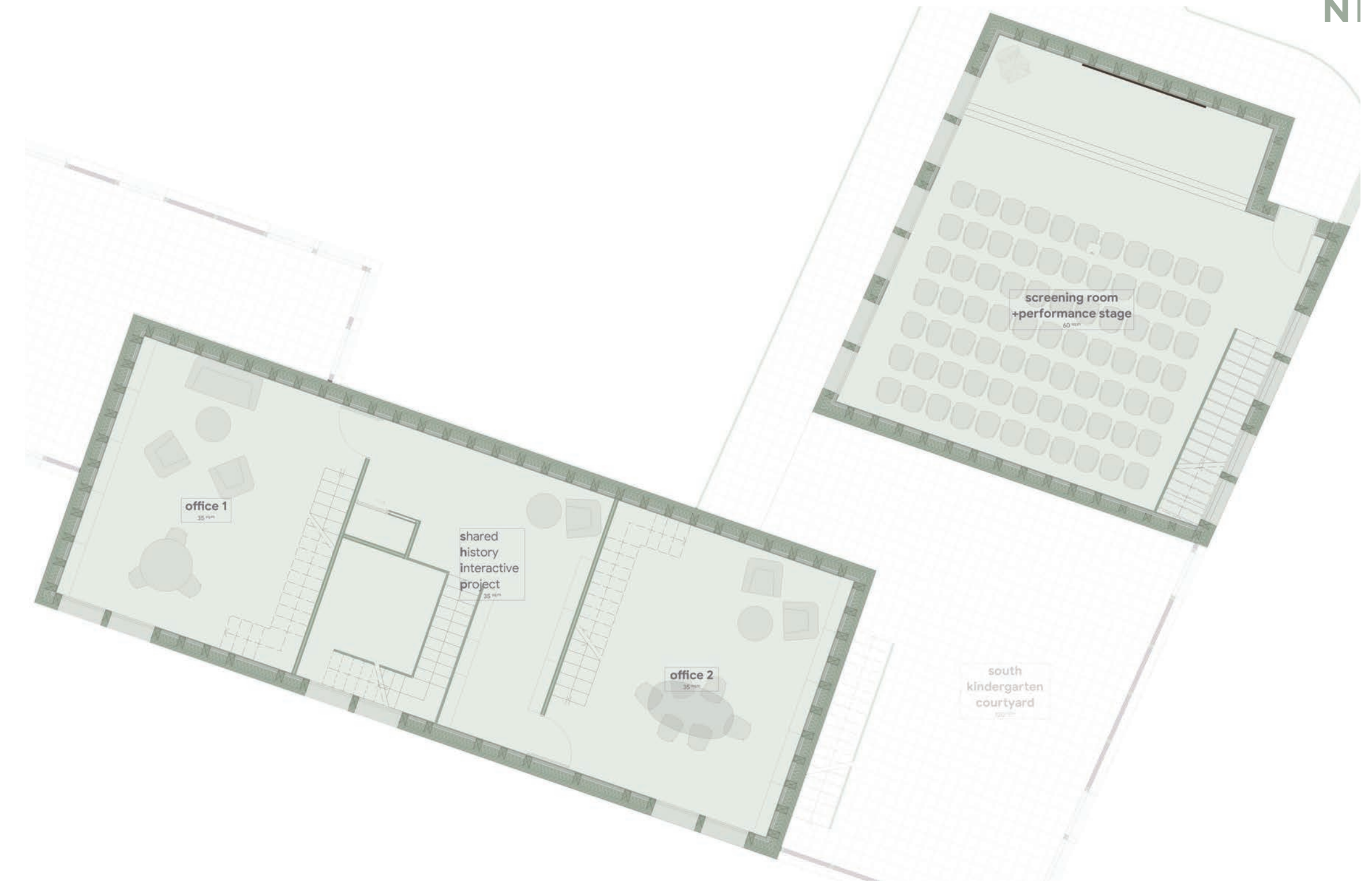
**the upper courtyards.**  
*for the kindergarten*

# design.

views from the community centre



*the screening room or talks stage.*



**the 'shared history interactive project' offices and the performance stage for the community.**  
*extract from first floor plan*

# sailortown quarter

shops & public areas

**craft shop**  
every weekday from 10am to 7pm  
weekends from 1pm to 5pm

wc  
storage

**café**  
every weekday from 10am to 7pm  
weekends from 1pm to 5pm

wc  
storage  
kitchen

**bakery**  
every day from 8am to 7pm

wc  
storage  
kitchen



**design.**  
neighborhood program

*the threshold on corporation street.*

# design.

views from the new sailortown quarter



*from the vacant site on the north side.*



*the café in front of the canal, south side of the site.*



*the east side  
of the project,  
pedestrian+bike lane.*

**how does  
the building  
stand?**



**about construction.**

# about construction.

## material strategy



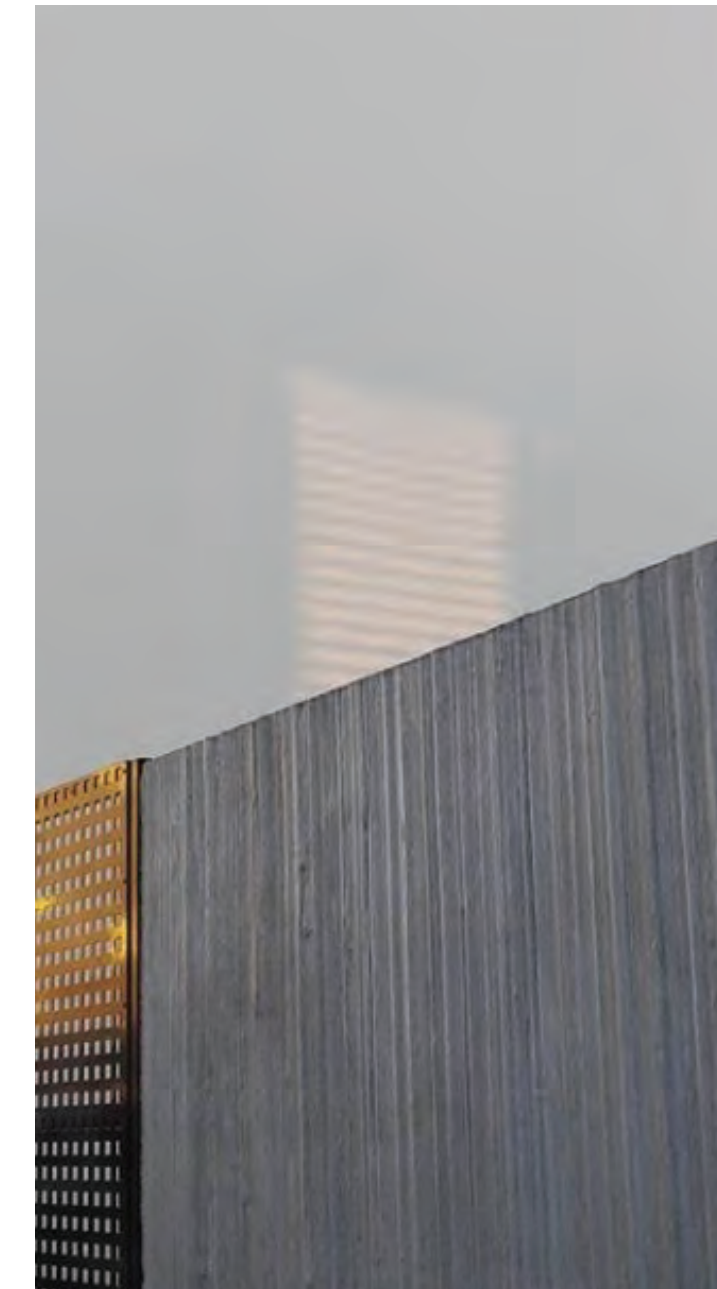
### osb inner walls.

as it is a building for children it must feel warm and at home at the same time, without being destroyed in time. in addition to brick walls, some indoor walls will be made by oriented strand board, which is representing the recycling of materials. it will also allow the kids to draw, paint, pin anything on the wall according to the activities, as it is cheap and easily replaceable. these walls will change as the building will evolve in time. the one room tower project by phorm architects is a good example of the aesthetic of osb mixed with fibreglass and wood.



### fibreglass double skin.

in order to create a feeling of safety for the children, the use of a double-skinned translucent facade in fibreglass seems to be a relevant material as it is also able to bring modernity and lightness to the design. also, the way we perceive natural light inside the building during the day is really interesting, as much as it is when the night comes and the artificial lights inside the building appear on its facades.



### cast concrete ground floor.

symbol of modernity, the concrete is also a very strong material for high buildings. some cast concrete can bring a very valuable texture to the outside aspect but also the interiors. combined with a warmer material, like wood, it becomes a heavy base and feels stronger. also, it is a very permeable material, which is very important in some places that can have floods due to the sea rise level.

# about construction.

## doors concepts



**frontdoors.**  
this is an example of a shop entrance in the docklands of dublin, which integrate nicely a wood door with an impost and a light, and also a wide glass front. the materials and the design of the entrance allow people to know if the shop is open or not, and make it open wide enough on the street to have a view on the canal without being disturbed by the noise of the surroundings. in the design, a sheltered thershold can also be added because of the rain or the wind. sometimes, it can also include a seat, or a table, depending on the use of the space behind the door.



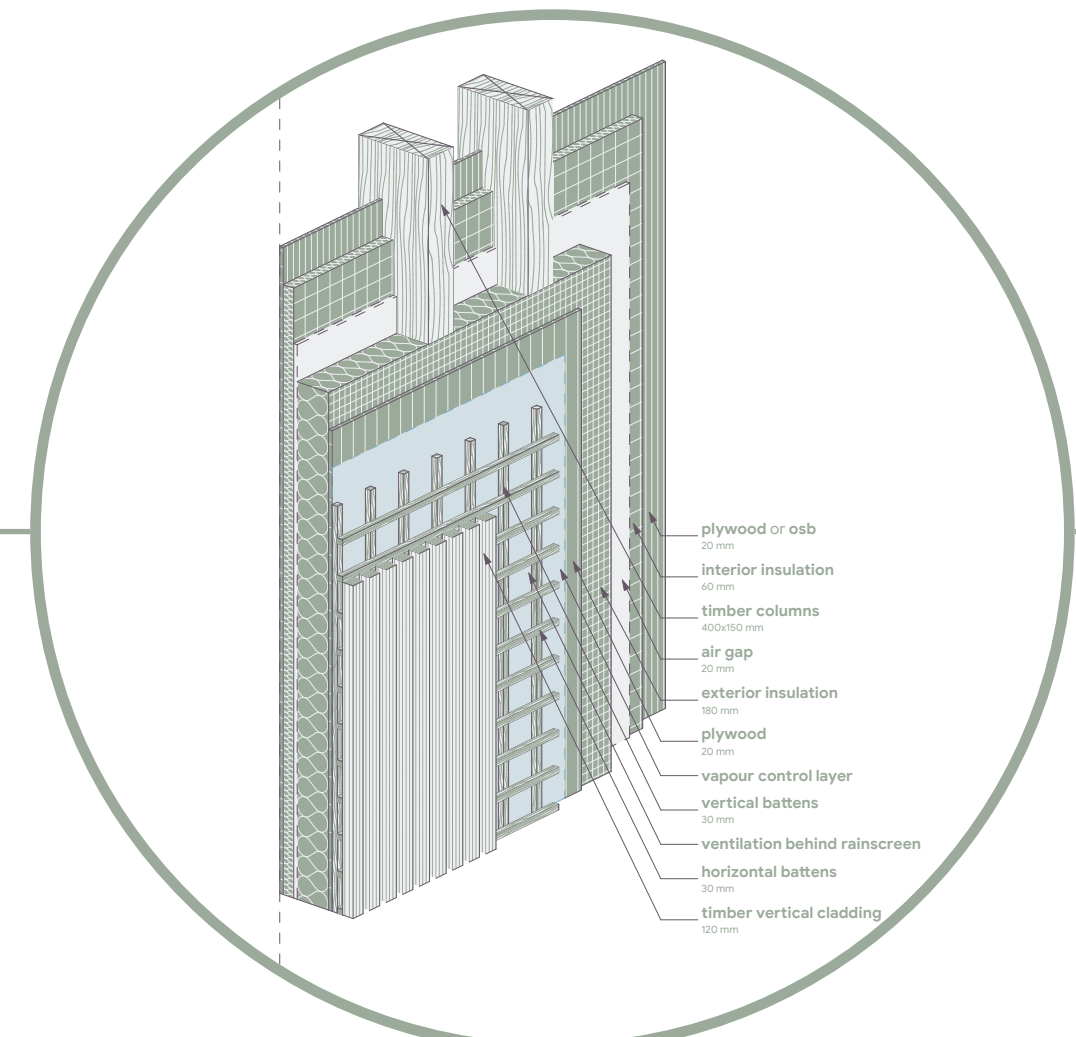
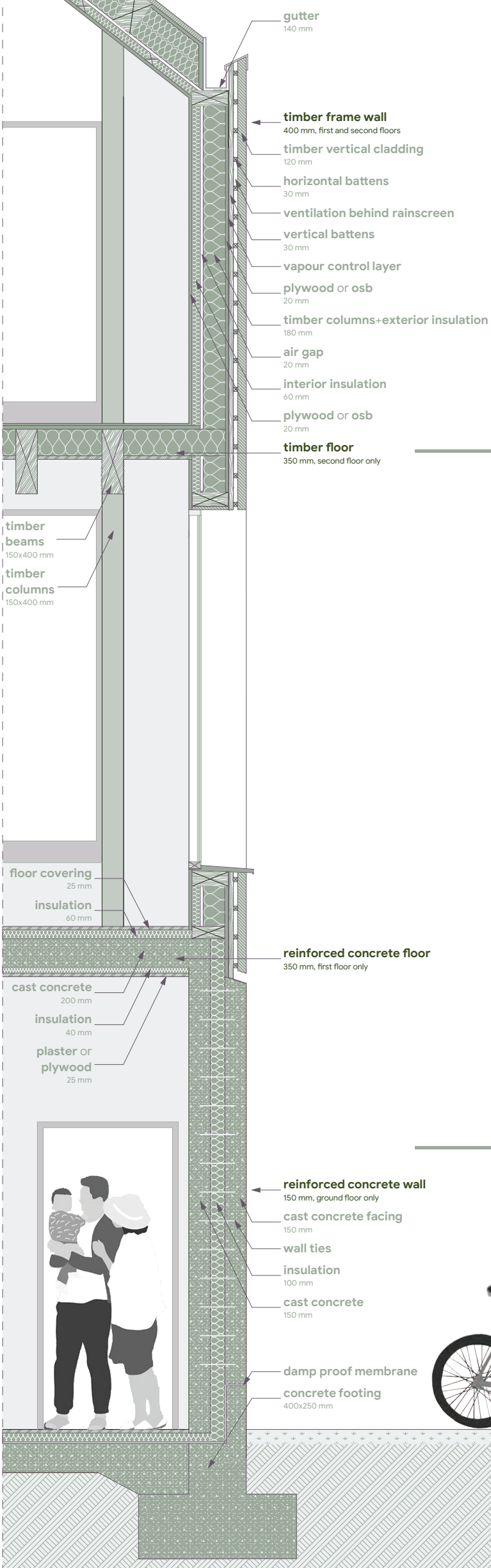
**sliding doors.**  
having a facade that can evolve with the opening hours of the shops and café makes the building more lively. sliding walls are also a way of bringing another material to the aesthetic of the facades. here, on the docklands of dublin, these giants timber doors bring warmth to the old brick building and invite people to come inside through the big glass entrances.



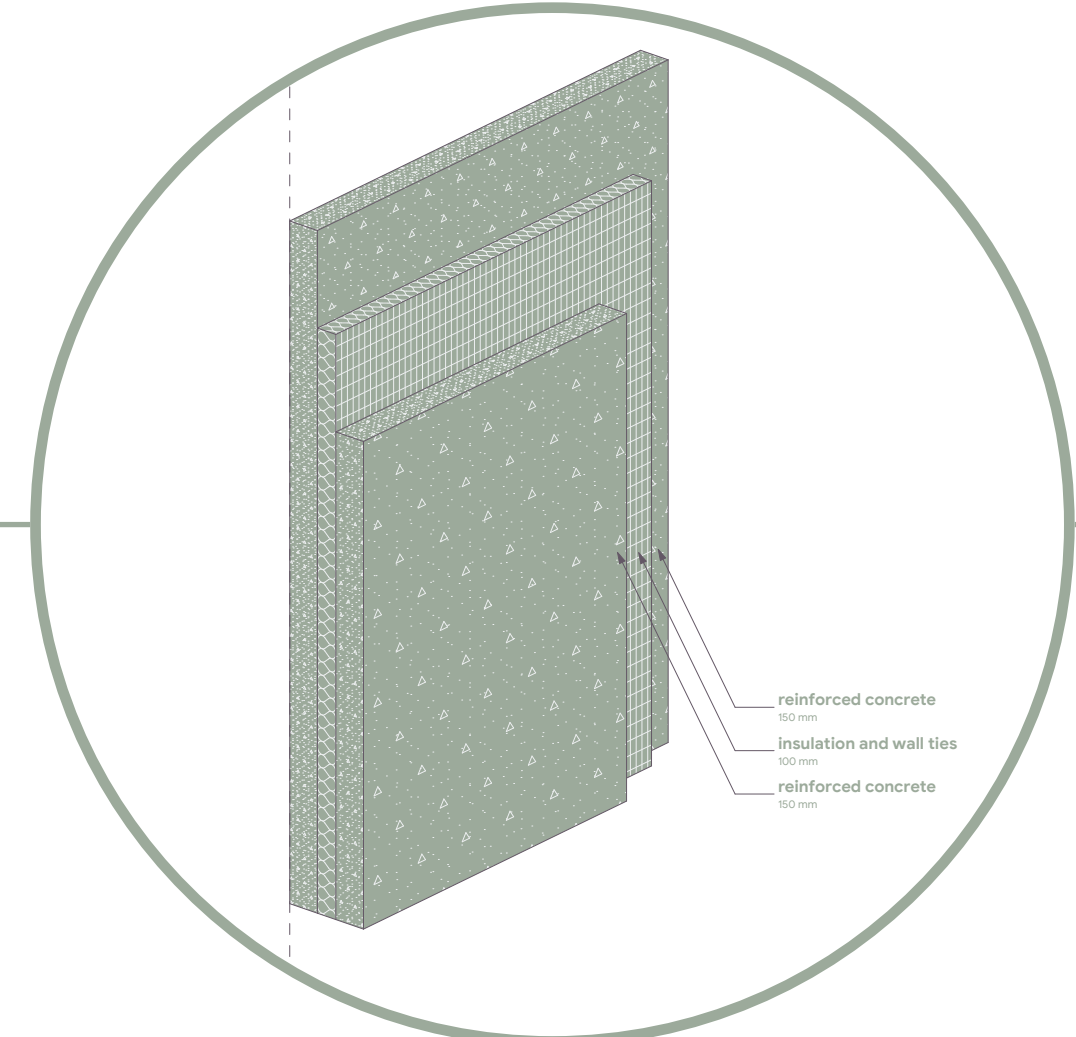
**folding doors.**  
inside the building, and especially in the kindergarten, using slinding and folding doors in the design can be a very playful way to spare a few square meters in the rooms that can be use for something else. according to the osb and plywood structure, they make a room smaller when they're closed and make it bigger when they're open. children can easily find their way playing from a space to another through those doors.

# about construction.

a structure made of timber and concrete



**the timber frame.**  
 from the first floor and till the roof of the kindergarten and the artcentre, it brings warmth to the project and create a grid for the windows and doors. it also respond to a climate emergency and a need of building more ecologically. the cost is also lower than many other materials.



**the concrete.**  
 as a permeable material, the concrete will prevent the building from flooding. it is also a visual choice for the artcentre to be made of concrete at every level. elsewhere in the project, the concrete is only on the ground floor.



# when is the building used?

# about construction. building planning



**from public colab, january 2020.**

Along with sea level rise, and changes in seasonal averages, climate change is expected to bring more extreme weather. As such heatwaves and flooding is likely to become more frequent and more intense. This will have a significant impact on the functionality of the transportation system. In response to the global temperature, it is expected that many conventional transport systems may not be able to perform optimally due to the altered physical state of the environment. This will present major challenges for access and movement through the city. In this project, you will explore the future of city transport systems in response to climate change, and what can be done to aid access to the city through sustainable infrastructure solutions.

How will transport infrastructure in Belfast be affected by climate change? How might surface water and fluvial flooding affect access to the city centre in 2100? How might green infrastructure be used to aid movement into and through the city?

### Climate-adapt: Metro in Copenhagen

- Principal threat: flooding (because of sea level rise, heavy rainfalls, storm surges and storms) The height level of each element must be redesigned
- The highest water levels have been individually identified in every station in order to properly estimate the level of each entrance, stairs, tunnel ventilation, ramp, technique room, shaft, elevator, and control and maintenance centre to assure metro operation and passengers’ safety
- Elements were increased in level by 2.25m-2.50m
- The area around the entrances to the underground stations is designed to ensure the runoff of rainwater away from the openings
- At some underground stations, a step has been incorporated, which requires a step up before you go down to the station
- All underground stations have pumping capacity to a so-called 1000-year event of rain
- Floodgates
- Electrical and mechanical installations have been made them waterproof
- Technique rooms are installed with a 0.3 m raised doorstep.
- Waterproof walls up to level 2.3 m and against waves up to level 2.55 m along the exposed above-ground metro sections

### The New York Times: Hyperloop Technology

- Waterproof walls up to level 2.3 m and against waves up to level 2.55 m along the exposed above-ground metro sections.
- Several companies are already investing in US and Canada in hyperloop technology
- The concept was promoted by Elon Musk
- Works by propelling pods using magnetic levitation through a low-pressure, near-vacuum tube.
- The low pressure minimizes friction and air resistance, greatly reducing the power needed. And because the pods travel in a tube, they’re not subject to shutdowns due to harsh weather, like snow or polar vortexes.
- Virgin Hyperloop One, based in Los Angeles, began testing here in 2017 and is now doing so with a full-scale test track (499.872 meters long, 3.3528 meters height with an empty pod that in one test accelerated to 240 m.p.h.)
- To keep the structural integrity of the near-vacuum tube, there will be no windows “People would get sick looking at trees passing by at 600 miles per hour,” said Sébastien Gendron, TransPod’s chief executive. Instead, developers are looking at various exterior simulations that could be projected on large screens throughout the pod. “We could create a depth effect through video projection,” Mr. Gendron said. Even movies could be shown

### Public Transportation in Belfast

- In 1905, the Belfast Corporation took over and electrified the city’s tram network. The trams were partially replaced by trolleybuses from 1938, and finally replaced by buses in 1954
- Recent developments have been proposed in the Belfast Metropolitan Transport Plan, launched by the Minister for Regional Development in November 2004. It aimed to set a new direction for transport in the city following decades of under-investment
- Transport problems are already adversely affecting the environment and the quality of life in the metropolitan area and, because of increasing congestion, are impacting upon the economic competitiveness of the BMA and NI as a whole. There are also increasing concerns about road safety on the BMA’s highway network. The Plan sets out a range of proposals aimed at addressing these problems that, when implemented, would start the move towards the type of sustainable and safe

transport system.

- Belfast Metropolitan Transport Plan: The Plan takes forward the strategic initiatives of the Regional Transportation Strategy for Northern Ireland 2002-2012. It sets out transport proposals for the BMA which people can expect to see implemented by 2015.
- The components of the 2015 Plan and 2025 Strategy are described according to four modal themes, as follows.
  - Provision for Walking and Cycling – such as walking corridors and cycle routes;
  - Public Transport measures – such as bus and rail schemes;
  - Highway measures – such as road schemes; and
  - Management measures – such as parking controls or traffic management used to control traffic and influence travel demands and patterns.

[https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/04%20-%20Belfast%20Metropolitan%20Transport%20](https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/04%20-%20Belfast%20Metropolitan%20Transport%20Plan%202015%20-%20Chapter%203%20-%20An%20overview%20of%20the%202015%20Plan.pdf)

[Plan%202015%20-%20Chapter%203%20-%20An%20overview%20of%20the%202015%20Plan.pdf](https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/04%20-%20Belfast%20Metropolitan%20Transport%20Plan%202015%20-%20Chapter%203%20-%20An%20overview%20of%20the%202015%20Plan.pdf)

### City Metric

Even where the trains do run, the service is hardly efficient. The Belfast-Derry journey takes over two hours, which doesn’t compare well with the current London-Birmingham fast service, which covers almost twice the distance in 1hr22. Belfast City Airport, which last year handled 2.5m passengers, is serviced by Sydenham Station – but only via shuttle bus, which you have to request, or via the verge of the A2.

### Belfast Telegraph

- “Public transport has enjoyed substantial investment of £1.1bn in the first decade of this century,” he said. “However, passenger numbers have not increased significantly and the car remains the dominant mode of transport.”

<https://www.belfasttelegraph.co.uk/news/northern-ireland/11bn-spent-on-public-transport-yet-commuters-stillwedded-to-their-cars-in-northern-ireland-31157881.html>

### Bikes in Belfast

<https://www.belfastbikes.co.uk/en/belfast/>

Belfast Bikes, also known for sponsorship reasons as Just Eat Belfast Bikes as is a public bicycle rental scheme which has operated in the city of Belfast since April 2015. At its launch, the scheme, which was then sponsored by Coca-Cola HBC, used 300 Unisex bicycles with 30 stations. Today there exist 47 station with over 300 bikes that can be rented 365 days a year from 6am to midnight. To use the system, users need to take out a subscription, which allows the subscriber an unlimited number of rentals. Subscribers can get an Annual Hire Card costing £25, or a 3-day ticket costing £6.[3] Users also authorise Belfast Bikes to charge £120 from their credit card if the bike is not returned. The first half-hour of every journey is free, after that a service charge applies.

<https://www.belfasttelegraph.co.uk/news/northern-ireland/belfast-bikes-leaves-council-facing-huge-200k-loss-35087727.html>

The Belfast Bikes scheme is being run at a huge financial loss to the local council, the Belfast Telegraph can reveal. By next year (2017) the gap between predicted revenue and the amount actually taken in could be as much as £200,000 - a shortfall that may have to be made up by the city’s ratepayers. “What’s happening at the minute is that people are taking a bike for 30 minutes, then putting it back and taking another one, so they never pay for its usage.” Making it a non-sustainable situation for the City Council.

### Why is this initiative not working?

Lack of Infrastructure: Unsafe

People in Belfast don’t feel safe using the bikes because they have to share the route with cars since there is not an exclusive line for bikes.

# from public colab. public transportation in belfast



*Since beginning your cycling and walking initiatives, what positive impacts have you seen?*

*Do you have statistics on how people travel to work and school, have these changed in the past year?*

*What strategies have you taken to promote greener transport?*

*How have the Gliders impacted peoples journeys to work and school?*

*In terms of reducing the use of cars emissions, would you consider the promotion of trialling free public transport?*

*With the temporary introduction of the pedestrian area on Donegal Place, did you find this has a positive impact to the community?*

*What are your thoughts on pedestrianisation of the whole Belfast city centre?*

*Cycle to work scheme encouraging walking to school and work. Our questions are about how public transport and how it has affected this and why it's not working, and people are still driving their cars and what information you have on this?*

A lot of this would be my observation/interpretation and that everyone in sustrans would be on the same message in terms of what needs to happen to make it even better. I suppose to introduce sustainable transport, so anything that's not travelling alone in a car is sustainable transport and there is more sustainable modes of transport than others. The worst thing you can do is drive your car into Belfast city centre by yourself every single day in terms of your own personal contribution to the climate crisis. The next step to improving your climate impact would be to car share with another passenger in your car, so there's another car off the road, next step being three passengers and so on. The next step after that is getting the bus. In my view attitudes are beginning to shift, even with you being here proves that the university are teaching the right things and people are coming to terms that we're going to have to make tough decisions that will benefit us all in the long term.

*Do you think its lack of funding/lack of wanting to change as to why were so behind the change compared to other cities around the world?*

It's a combination of the two I'd say, there is a real car culture in Northern Ireland it's undeniable, it's also essential for a lot of people, so the way Northern Ireland is in terms of land use planning so whether you are planner, architect, engineer or transport planner you only have to look at the distribution of where people live in Northern Ireland and where they want to travel to so the main employment nodes in Northern Ireland are Derry/Londonderry and Belfast, Belfast very much so. So all these people living in the Rural areas and they're being allowed to build their single dwellings out in the country side. These people have no other option but to travel by car into cities.

- Fundamental issue with planning, very inefficient.

- Northern Ireland and the rest of Ireland carry the characteristic of having singular dwellings randomly scattered around the country side.

- There is a mindset with people that if they're from the countryside they must commute by car, whereas those that live close to the city centre often at times prefer the use of the public transport.

- Small changes can be made throughout the city which allows for people to get used to the change and possibly persuade their choice of where they want to live.

- Big decisions like stopping cars coming into the city centre can seem radical, but some cities in the world are already doing it. Pedestrianisation of the city centre

- Good reason for people using their cars to drive into the city may be that they have a personal parking spot allowing for easier access.

- Taking away the availability of car parking could possibly reduce the number of cars coming into the city.

- Possibly introducing government schemes where with every household the first car bought is tax free, but the second one bought at the same address is heavily taxed.

- Small journeys that can be made on food/bike are still being made by car.

- Kids are being driven to schools in the morning because roads are so congested and dangerous. Adults then wanting to continue an onward journey.

- Follow insuite with the Netherlands where everybody travels by bike everywhere.

*What is your opinion on the introduction of a free public transport system trial period?*

- Driving a car in every day weighed up against the price of train tickets for a month works out as cheaper.

- If public transport becomes free, the demand of it would need to be matched by the input of additional capacity.

- In Slovakia the majority of the price of public transport is subsidised by the government, so public transport is very cheap.

- 100's of millions of pounds that could pay for 10's of years of public transport. If you approached a government transport office and asked them to pay for free public transport for the next 10 years they would laugh you out of the place. But go in and say you need to build a new major road and they'll be all for it.

*Do you think the Gliders have worked?*

- Yes and look up reviews for the benefits from the glider.

- Designed for maximum capacity, more standing room over seating.

- Easier for people with prams and people in wheelchairs.

- Space adapted for more people to fit in.

- Wider lanes for the gliders.

- Strict driving and parking restrictions for the bus lanes.

- New routes being introduced from north to south Belfast.

- More priority given to buses at traffic lights.

- Make public transport more appealing.

- No park and ride at sprucefield at weekends.

*Did the pedestrian only exclusion area in Belfast as a result of the primark fire aid in alleviating of traffic into the city centre?*

- Most people panicked as it was an immediate change and not a gradual change.

Giving nobody any time to get used to it.

- Ideas to get people back into the town were quite radical.

- It introduced a new public space that was used by everyone. It worked really well.

*Could a tram network work within the city centre?*

- Trams are the pinnacle of public transport.

- A problem with them is that they're incredibly expensive.

- The glider is already a kind of tram network anyway.

- "just draw fake tram tracks on the street"

- People respect a tram and wont park in the way of a tram.

# from public colab. research & interview questions



## Recent flooding history in Belfast

June 2007

Extensive flooding in East Belfast; 609 homes affected throughout Belfast.

August 2008

Greater Belfast area affected by flooding; M2 motorway out of Belfast closed because of landslides; M1 underpass filled with 15 feet of water, 347 homes flooded.

August 2009

Street and out-of-sewer flooding throughout Belfast including Lower Ravenhill, Ormeau Embankment and Rosetta areas.

June 2012

More than 1,000 flooding related incidents in South and East Belfast, with around 1,600 homes and businesses incurring damage

January 2014

The highest tidal surge was recorded in Belfast Harbour.

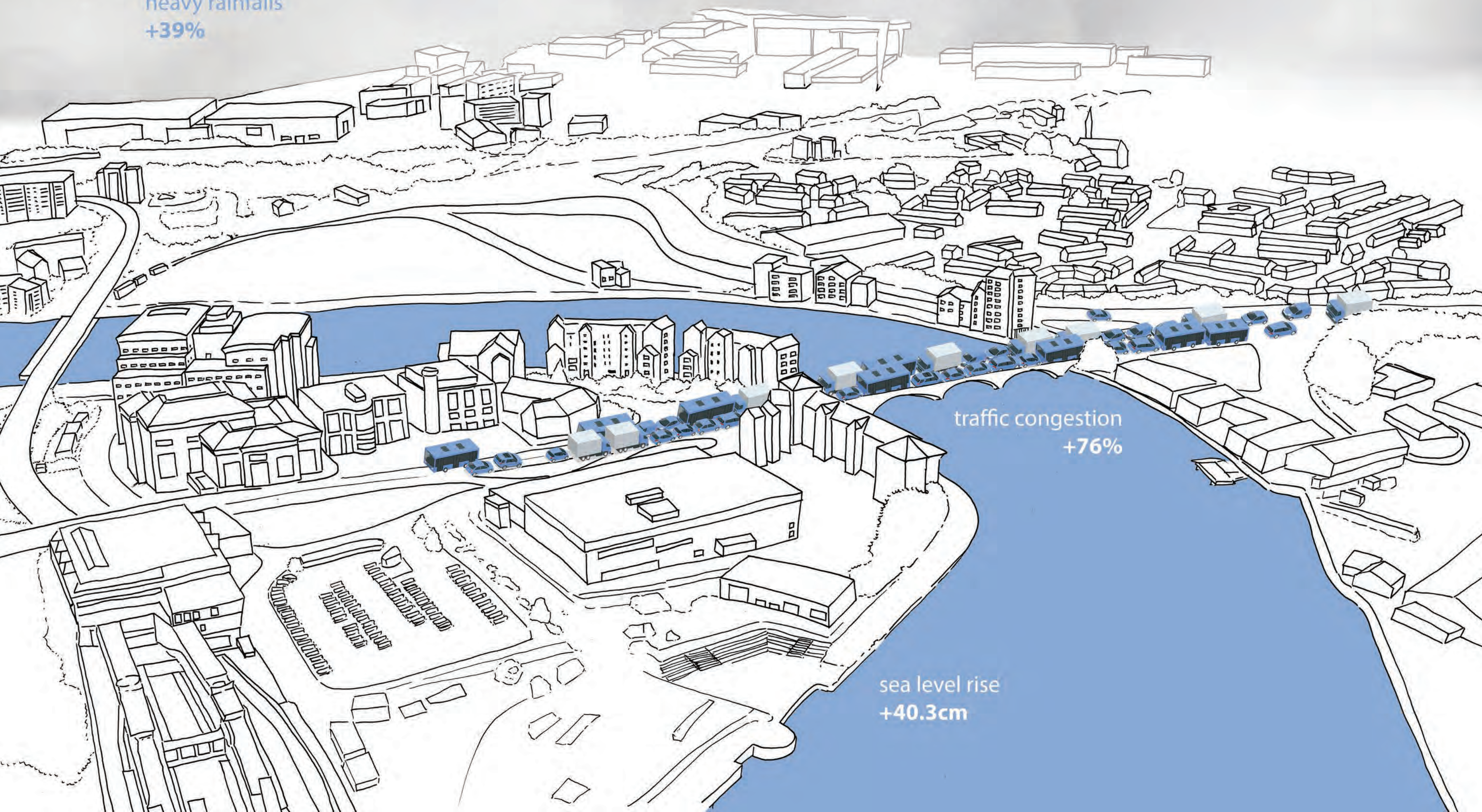
January 2016

A total of four consecutive storm and rainfall events were experienced in Northern Ireland, from November 2015 through to January 2016.

heavy rainfalls  
+39%

traffic congestion  
+76%

sea level rise  
+40.3cm



**from public colab.**  
choose your belfast

bike lanes



floods



traffic



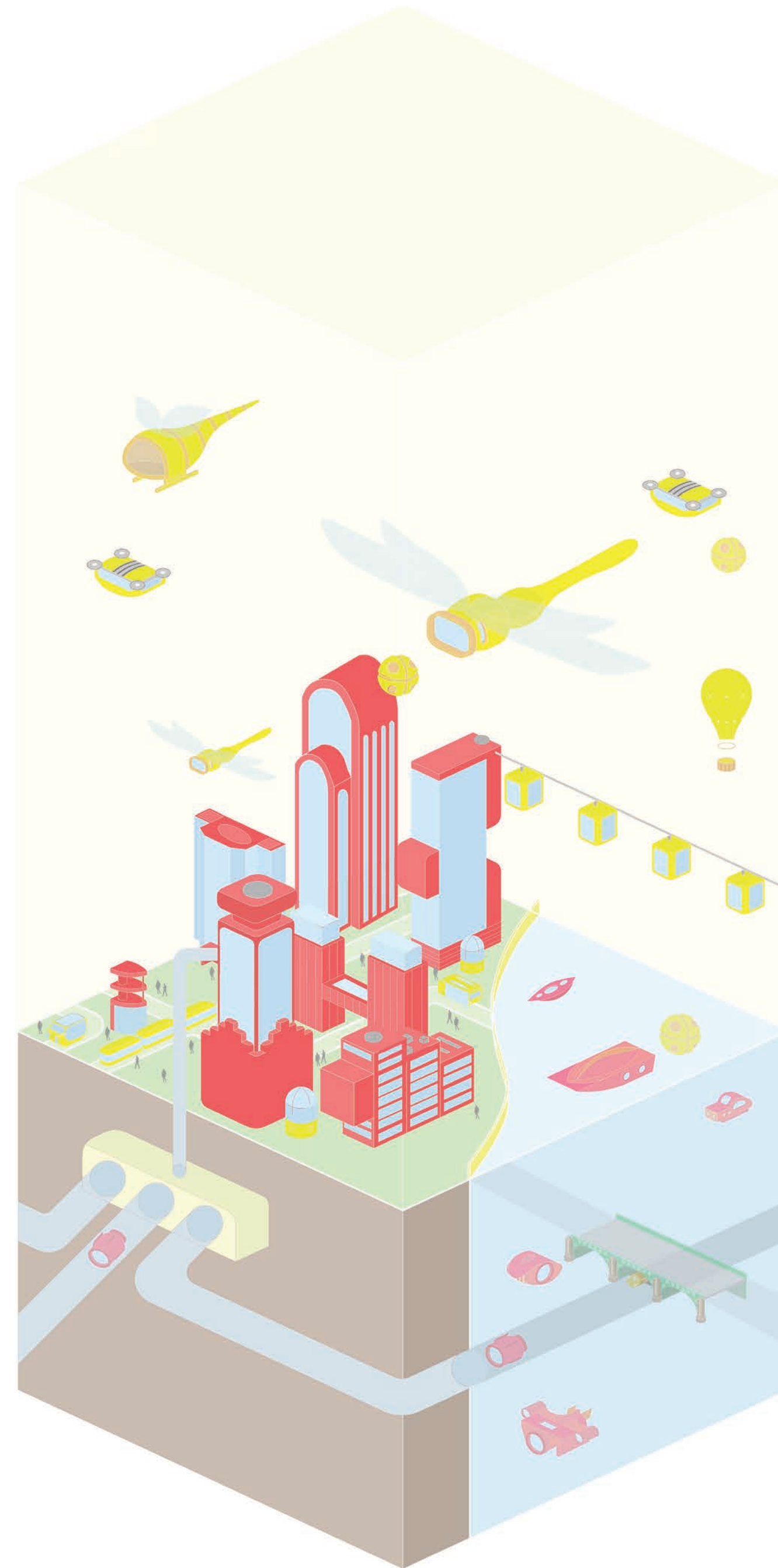
pollution



# from public colab. choose your belfast

Our theme today is orientated around the adaptation of sustainable transport at Albert's Bridge. Quick question, how many people here are aware of how much emissions is produced by your car? I didn't know either until the start of this week, But your car is one of the biggest factors that an individual can contribute towards climate change. Rise in sea level, extreme weather conditions, change in seasonal averages will change the way in which we move throughout the city. One of the most harshly affected areas is St Alberts bridge, which would be completely flooded by the year 2100 cutting off one of the main access points into the city. So how do we change this? Taking public transport has the opportunity of significantly reducing your impact on climate change as it results in one less vehicle on the road. But most people are put off the use of our public transport in Belfast as it is unreliable in terms of scheduling and sometimes the price of a ticket. Proof of this is are the results of our survey that we carried out on Tuesday morning during the rush hour period at Lanyon train station. Further research was carried out in the form of an interview with a team member of the sustainable transport charity sustrans. This organisation aims to improve on the existing public transport system and making it more appealing to the public. As well as this, we also explored the topics of pollution, flooding and how they affects current bicycle, walking trails and traffic in Belfast. The possible solutions are endless, such as reducing the price of a ticket, expanding their routes, improving the bike rental system, development of sheltered cycle routes and even investing in further transportation methods. In order to fight against the climate crisis we need to think BIG!

Why stop there the future of public transport might as well be helicopters, submarines, canoes and metro systems. All powered by green energy! So what do you say! Lets choose a better Belfast!



**from public colab.**  
sustainable transport adaptation  
at albert bridge

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# Tír na nÓg

**street space studio**  
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queen's university belfast.

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may 2020.