

Description

Bearing in mind the project's development, distinguishing between different classifications of spaces involved in the undertaking - Praça Duque da Terceira (to the north), Jardim Roque Gameiro (to the south) - constituted the main reference point for the chosen design options.

Meanwhile, the undertaking's reference point was a set of proposed alterations to the road network, notably rearranging and allocating the area to the south for the sole use of public transport; setting up a new public transport corridor between the Avenida 24 de Julho and the Rua do Arsenal; redefining the remaining types of traffic access by turning the Praça do Duque da Terceira into a roundabout (1 e 2).

From the standpoint of allocating public space, these alterations ended up reversing the relationship between areas for road and pedestrian traffic, whereby the latter came to take up 70% of the space used (as opposed to 30% beforehand), and gave the area over to the population and the latter's role in the area's urban design (3).

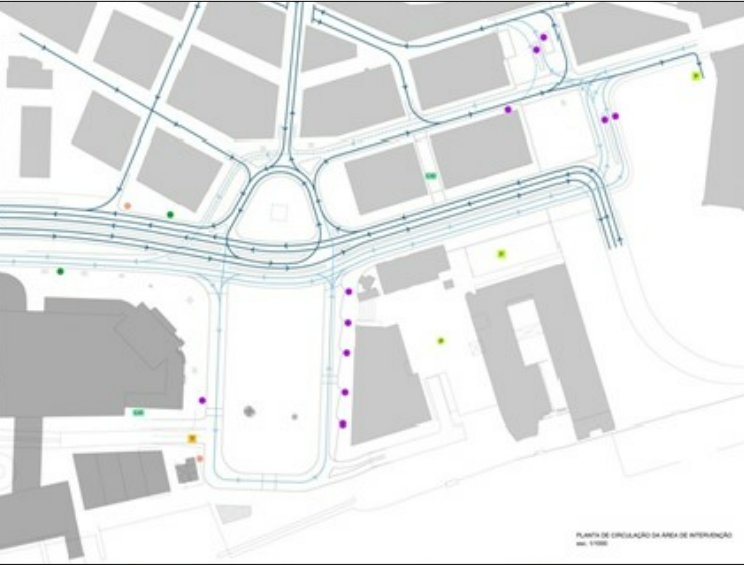
In terms of options for urban design, rearranging the southern area stands out further due to rehabilitating and settling on a new layout for the Jardim Roque Gameiro, which was also determined by the need to install eight BUS terminals on its perimeter; rehabilitating the Cais, alongside the River; and, in the Praça Duque da Terceira, broadening its pathways and adjusting the layout to the new programme (4).

The following options were moreover adopted to value the public space:

- a) Safeguarding the most important and meaningful urban elements, namely the pre-existing wooded areas (by complementing them with other species in keeping with the newly-built spaces), sculptures and bandstand, by including them in the newly built spaces;
- b) Restoring, adapting and newly installing the street lamps which had originally existed at the end of the 19th century and been common in the area, to replace more modern units that had been installed.
- c) Standardising paving stones and rigorously restoring pavements using their pre-existing artistic design.



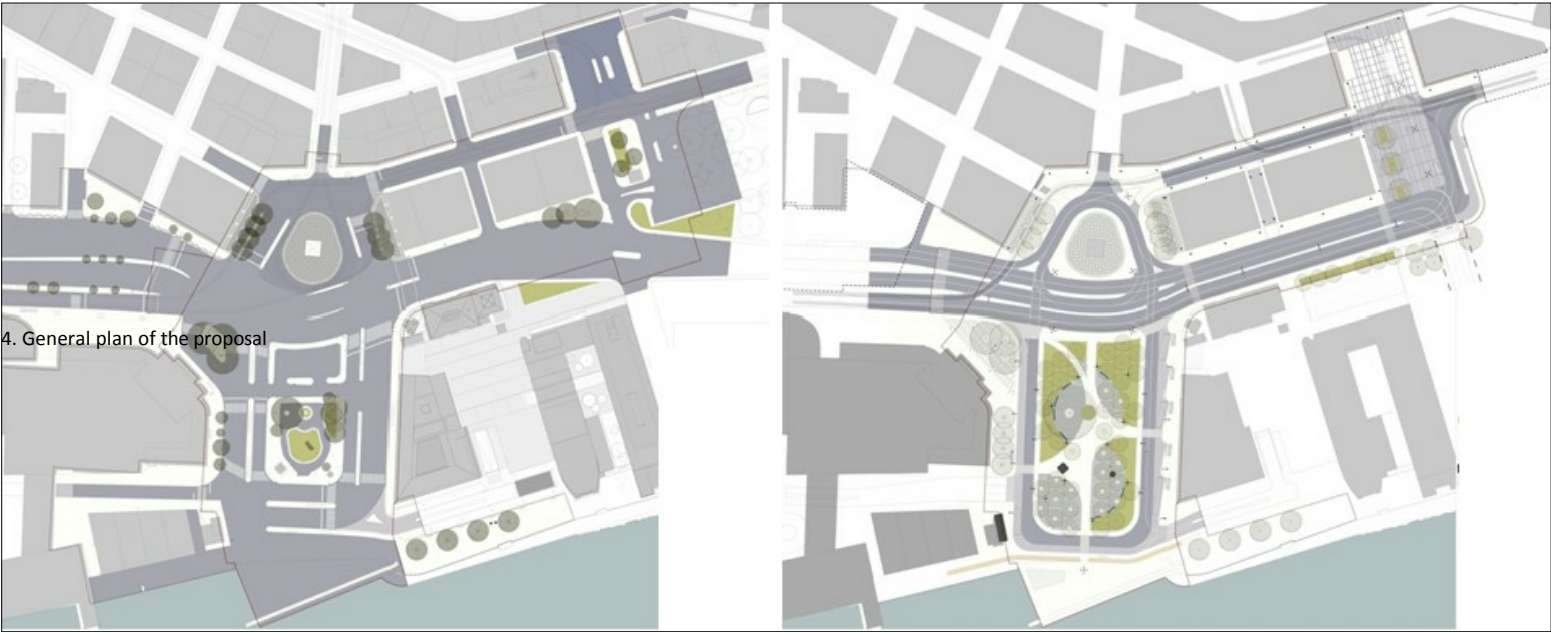
1. General framework of the circulation system



2. Circulation scheme in the area (Bus/Bus stops, tram, taxis, private transport)

In view of the area's implications on the riverfront's traffic system, the final project was preceded by an intensive reconciliation process for the final solution to be employed.

For this purpose, in a prior phase, various traffic schemes were made to ensure a proper link to Avenida 24 de Julho, to the west, for which work began (4), while simultaneously preparing the area surrounding Roque Gameiro garden for public transport, together with a connection between Avenida 24 de Julho and Rua do Arsenal (to the west) using a corridor exclusively for public transport.



4. General plan of the proposal

3. The area before and after (first proposal)



4. General plan of the proposal



4. Schematic view of west



5. Schematic view of north towards the river

Due to the sensitivity of work in an area with so many restrictions, its functional complexity and the need to coordinate a high number of participants in one proposal, we aimed to ensure that the project's solutions matched the goals initially laid out and were properly integrated into the surrounding areas.

To this end, based on different design options, various three-dimensional models were produced, all essentially schematic in nature and easy to understand (5 and 6).

When the work was complete, new, more realistic three-dimensional models were made in greater detail, allowing the final result to be appreciated in the public presentation, including the growth of the new tree species (7 and 8).



6. Southern view (three-dimensional simulation of the future situation)



7. Northern view (three-dimensional simulation of the future situation)