FOOTBRIDGE
Lent-Tabor

MASTER OF ARCHITECTURE
STUDIO PROJEKT

SS 2017

INSTITUT FÜR TRAGWERKSENTWURF
Technische Universität Graz

"[…] What is a successful bridge? If asked what a successful bridge is, everyone in the design team will probably have a different answer. The engineer will certainly want a bridge that is structurally efficient, the contractor tries to minimize the program, whereas the client may be focused on low cost solely. But unlike in the design of any common consumer product, no one asks the end user about their opinions. When talking about architects in bridge design, this should be the very point at which to start the debate. Every single successful architectural object ever built has always been a response to their context. That context may be geographical, sociocultural, historical, etc. The knowledge of the local people, their customs, their values, their concerns, their likes and dislikes may decide upon the public acceptance or rejection of a bridge. And although there is no penalty and no punishment for bad design, the concept of social responsibility should be well-anchored in every designer's working ethics and should not only be a buzzword in keynote lectures. […]" (Knight, M., Halaczek, B. (2012). Bridge Design Dialogues, Dialogisches Entwerfen beim Brückendesign. GAM12, Seite 90.)

CONTENT

Footbridge Lent-Tabor

2017th Summerstudio is pleased to introduce Martin Knight as the guest professor at the Institute of Structural Design. As an architect, he is guiding an extraordinary and successful office for bridge design close to London UK.
Searching for the appropriate design task, pedestrian and cycling bridges are well fitting challenges. The chosen building site in the city centre of Maribor in the close neighbourhood to Graz was part of a former design competition and is still of a high relevance for the urban layout of Maribor.
Footbridges are highlighting parts of the infrastructure and have a high relevance for the diversity of a cities road-system. Beside footbridges are structural challenges, the limits of systems and materials lead to a deep and detailed design questions. Finally, the integral design process concerning the place and its history as well as questions of technology and making and the fruitful dialog between architects and engineers open the space for outstanding projects.

EXCURSION MARIBOR

supervising tutor

BA Dipl. Arch. Martin Knight
Univ.-Prof. Dr.-Ing. Stefan Peters
Assoc.Prof. Dipl.-Ing. Dr.nat.techn. Andreas Trummer
Ass.Prof. Mag.art. Dr.phil. Daniel Gethmann

PROJECTS

The emergence of Maribor is tied with the passage of Drava and a lot of history revolves around Drava and the bridges crossing it. Because merchant roads went through Maribor the bridge was a source of income, but it was also the city's notable landmark. The contemporary Old bridge (Stari most), built between 1906 and 1912, was one of the most attractive bridges in the Austro-Hungarian empire, but the demolition of its wooden precursor that connected the lower banks, caused the decline of parts of the city next to the river. The new footway and bicycle bridge should acquire a solution for modern bridging of Drava at the location of the oldest bridge in Maribor, between the old port – Lent, and the Tabor bank (Taborsko nabrežje), which shall shorten paths for pedestrians and bicyclists, improve connections in the city centre at both banks of the river and contribute to better transient of the Drava embankment. At the left bank the bridge shall connect to the Dravska Street, where the old bridge also connected. The Dravska Street was the main entrance into the city at the Vienna-Trieste road, and it ascended from the bridge to the Main Square (Glavni trg), positioned at a higher level. At the right bank the bridge needs to connect to the footpaths leading from the Taborska Street to the Revolution Square (Trg revolucije) along the Main Bridge (Glavni most). The planned micro-location is positioned at the stone retaining wall of the former bridge at the bank of Lent. The retainers of the old bridge shall be renewed and included into the connection. The new footway