

# Take time to wait

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The Salem Church, one of several Listed buildings on Hunslet Road, has an unusual shape for a religious building.

It has been altered for different uses and communities.

It is now owned by AQL and serves as a data centre; for security purposes, the public does not have access to the building.

The community for this fragment will consist of young people who travel through the site and commuters in the area.

The building will be a Tram terminal that will create a different approach to how people perceive waiting as a wasted time.

Offering different lengths of activities to improve and enjoy the stay in-between transports. The community will take the waiting time to enjoy a space that offers different experiences and activities for the waiting period.

It is on the path from Leeds train station and Leeds coach station to several education facilities in the area.

The space will have waiting areas, recreational areas for gaming and study spaces, reading rooms, small exhibition rooms, and a shared canteen where people can heat their packed lunch. It will also have parking spaces for single-passenger vehicles with changing rooms and lockers.

It will also celebrate the long-awaited electric tram to Leeds by offering conference spaces in the theatre area that will tackle the relevant theme of transportation.

The local school can also use this space to exhibit independent small films.

This historic building will become a non-commercial public space accessible for the community and the commuters.

It will become not only a passageway but a destination.



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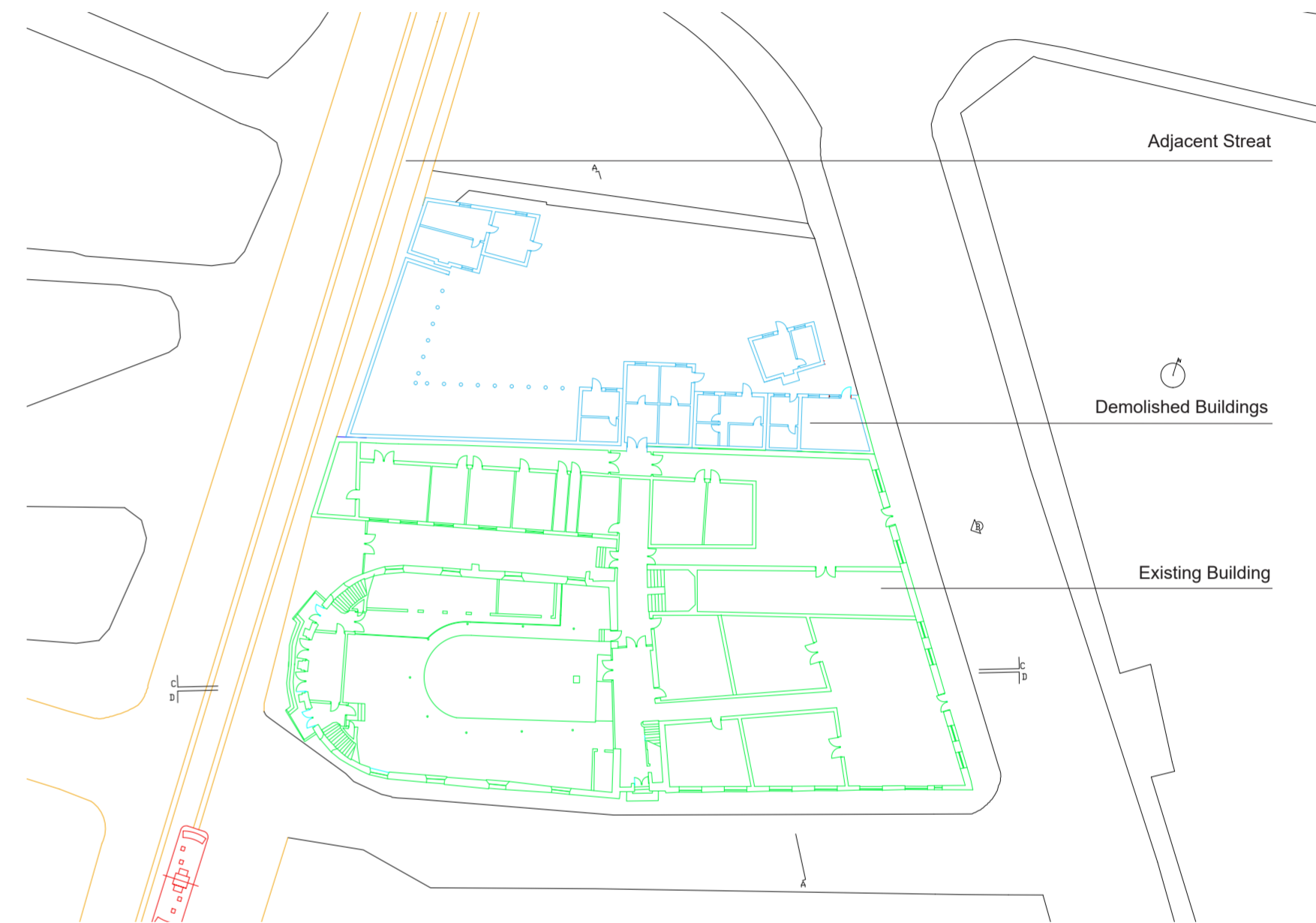
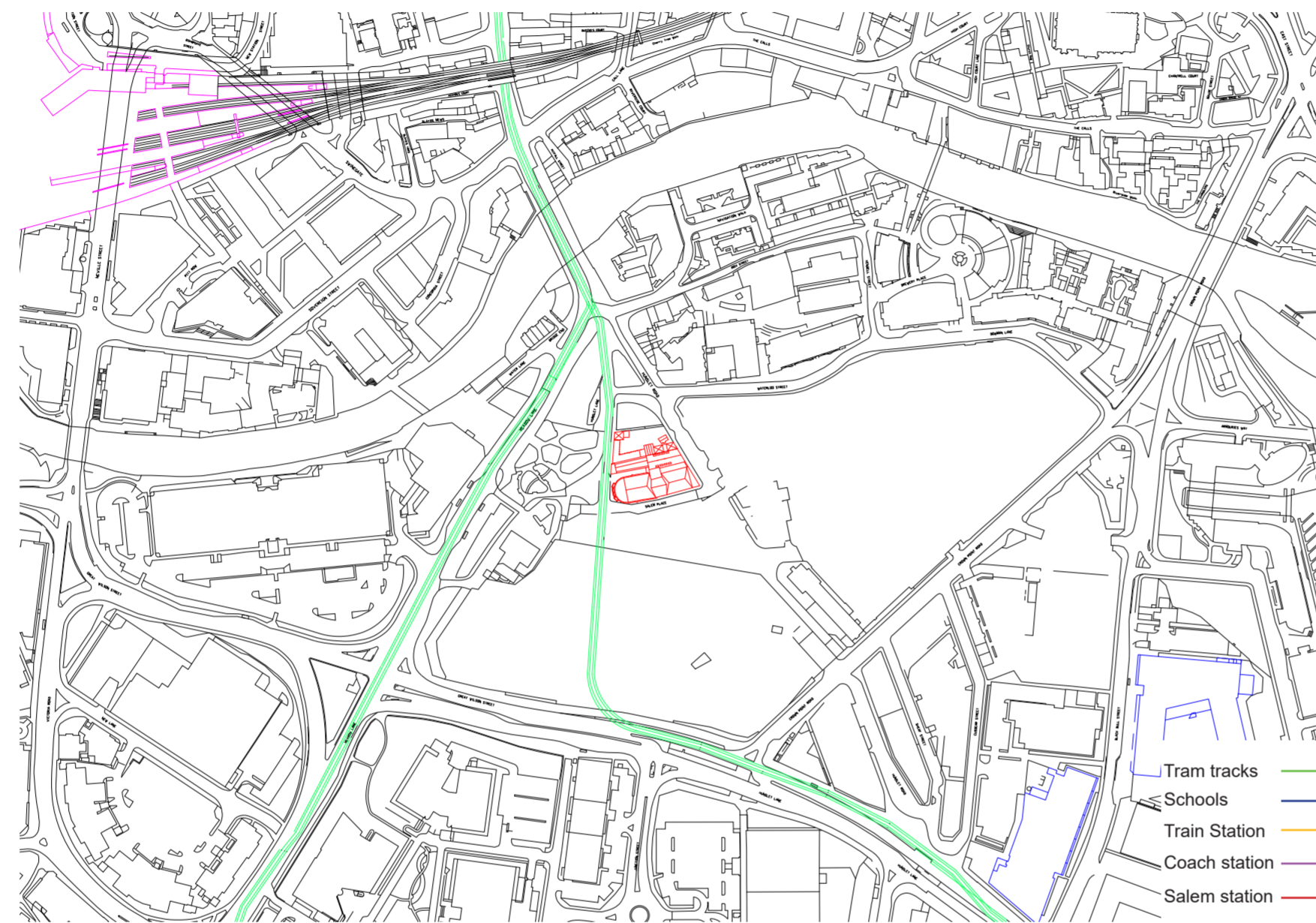
## Site

The site choice was driven by the reinstatement of the tram in Leeds and the reopening of the door of Salem Church to the public. Since the 1980s, the people of Leeds have made multiple attempts to bring back their tramway, but they have not been successful so far.

The original trams in Leeds were horse-drawn, and Britain's first overhead-powered electric trams were introduced in 1891. Electrification was completed by 1901. The tramway operated from October 1891 to November 1959.

Leeds had one of the largest and most advanced urban transport systems in the UK. It was developing new tram cars and opening new lines until its closure. Many argue that the closure of the tramway was shortsighted, especially considering that most of the network ran on reserved tracks and did not interfere with the road system.

Proposals for the reinstatement of trams or a light rail system in Leeds have been ongoing since the closure. In this proposal the Leeds Salem Church becomes a terminal for the Tram scheme.



Community site elevation

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## Plan

Since the 1980s, the residents of Leeds have made several attempts to reintroduce their tramway system, efforts that have gone unnoticed until the present. The latest proposal brings a wave of optimism, with plans to establish a new terminal at Hunslet Salem Church.

This move not only aims to reinstate trams in Leeds but also to weave the fabric of the community more tightly together. This initiative promises to breathe new life into the area and enhance the overall quality of urban living.

Hunslet, with its considerable population of students, stands to gain significantly from this development.

The proposal goes beyond merely offering a mode of transport; it envisions creating a vibrant, multifunctional space at tram stops.

These areas are designed to be more than just transit points; they are intended to become communal hubs where people can engage in various activities, making waiting times more enjoyable and productive.

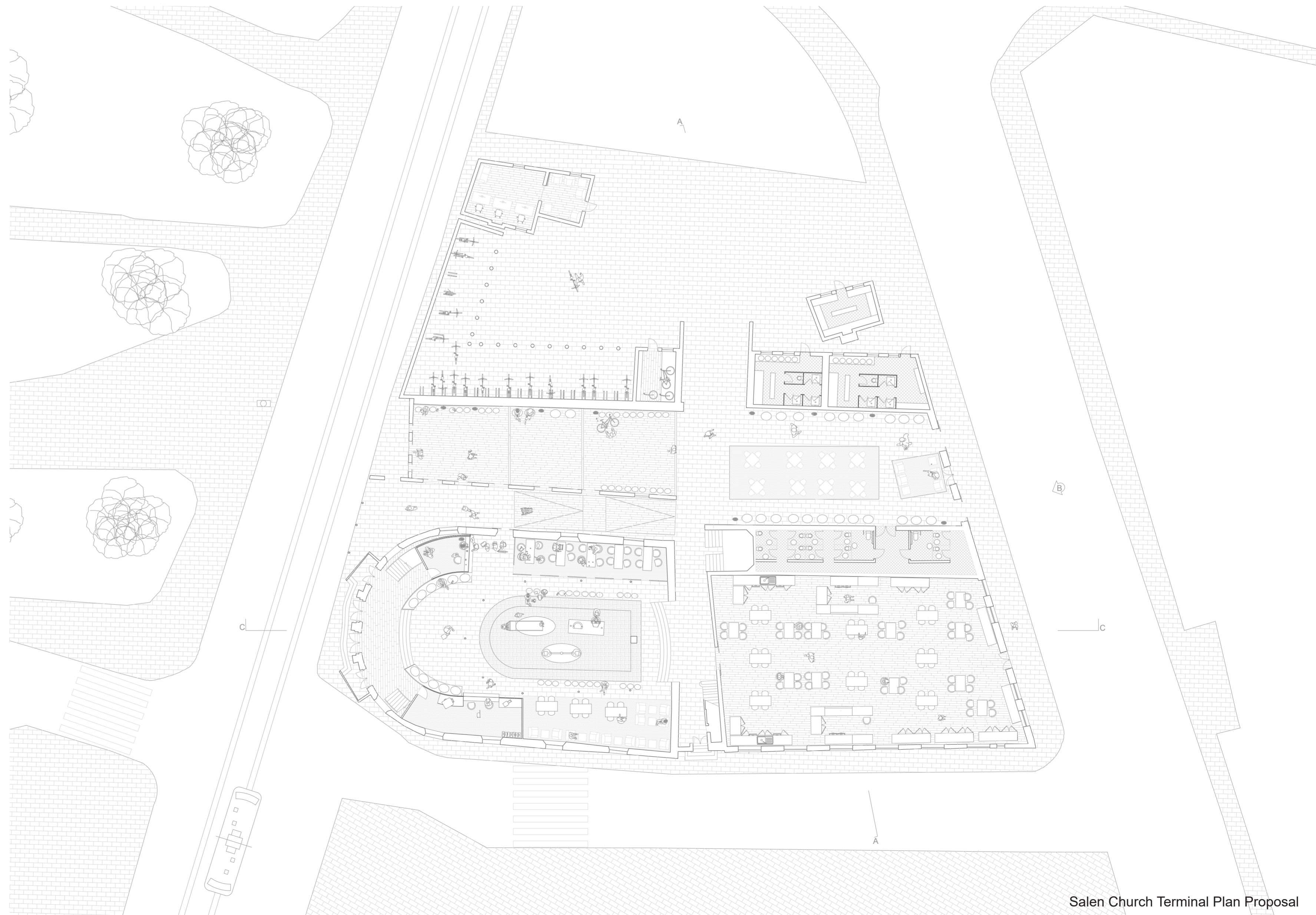
From Conference Spaces to reading nooks and single-vehicle parking and charging areas, the idea is to transform how residents and commuters interact with public transport.

Furthermore, reintroducing trams in Leeds is seen as a step forward in sustainable urban mobility. It aligns with broader environmental goals by offering a greener alternative to car travel, potentially reducing the city's carbon footprint and alleviating traffic congestion.

This initiative represents a significant investment in the future of Leeds, promising to enhance connectivity, support local economies, and improve the urban environment.

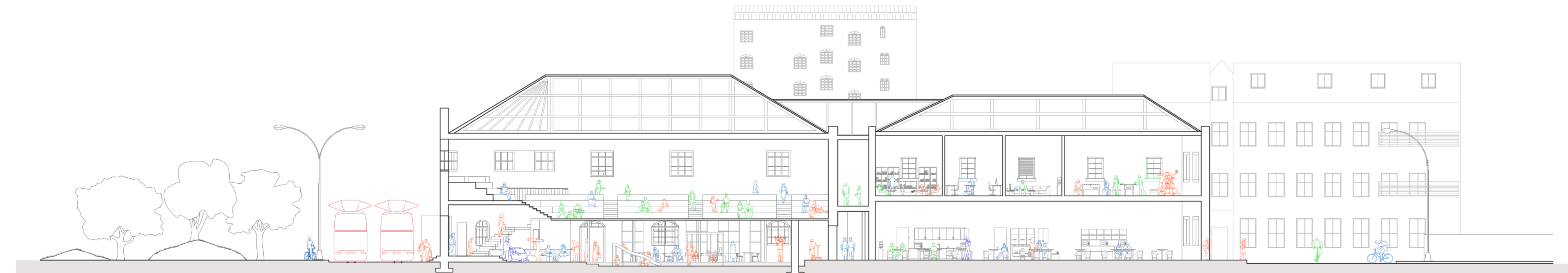
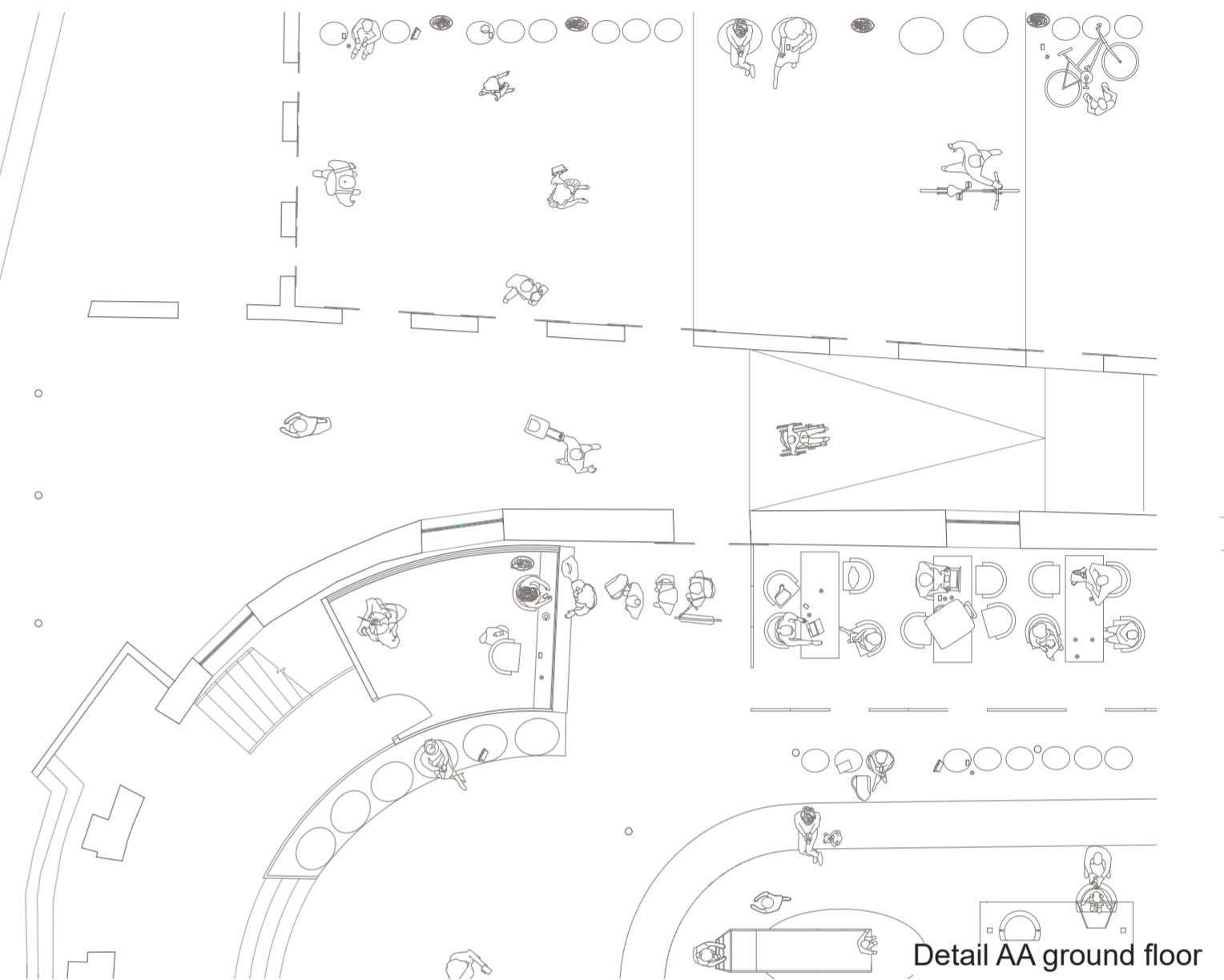
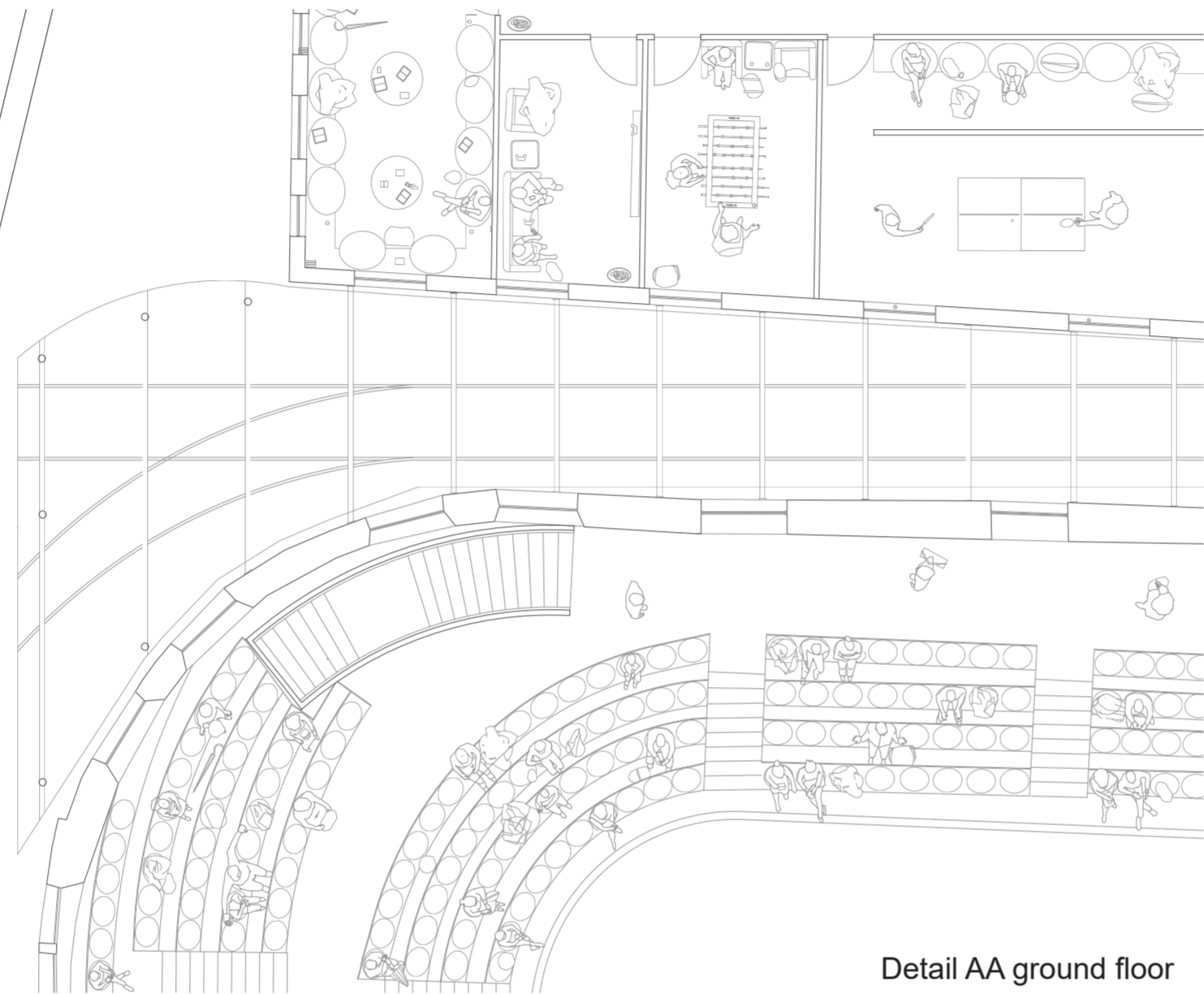
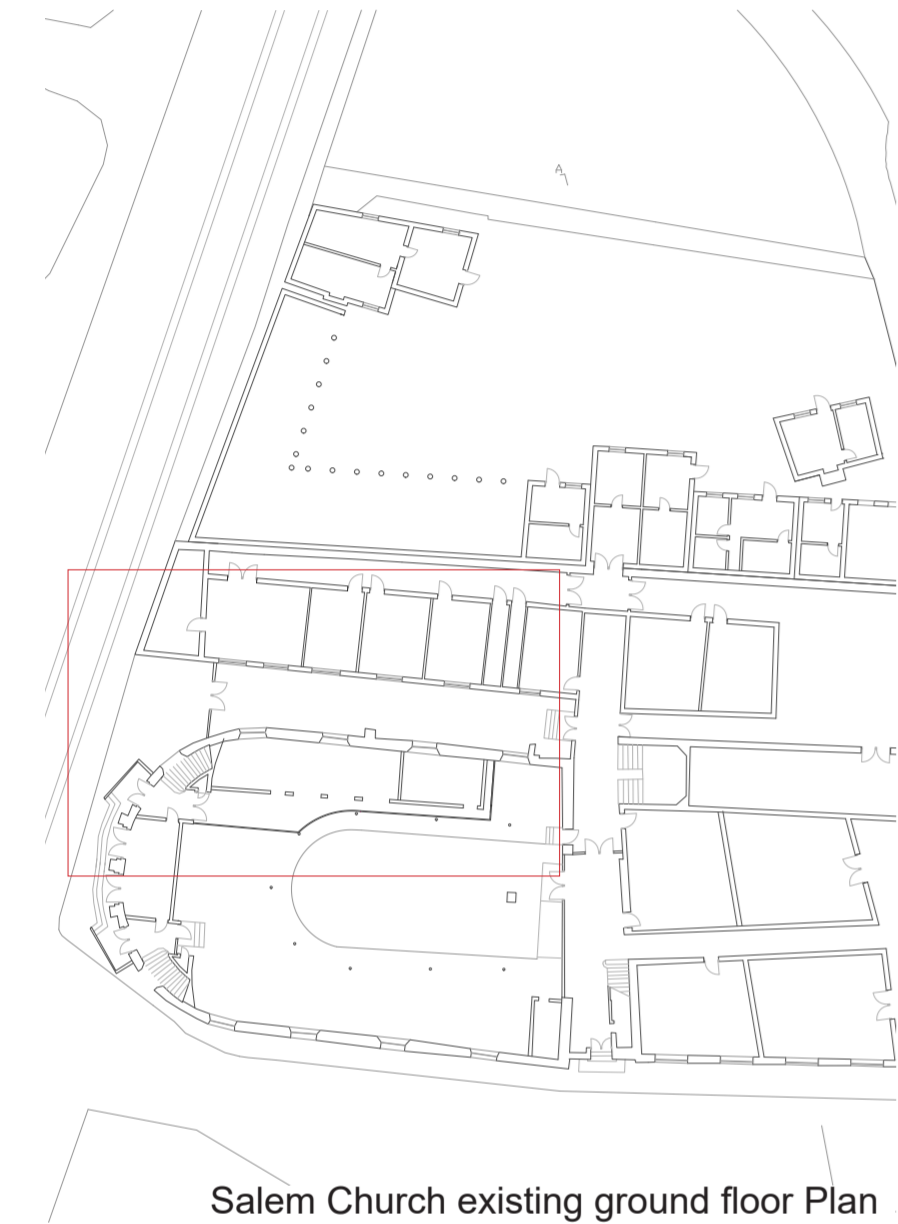
The push to bring back the tramway is more than a transportation project; it's a vision for a more connected, sustainable, and community-oriented Leeds.

The proposal for a tram terminal at Hunslet Salem Church symbolises a commitment to this vision, offering a glimpse into a future where public transport is not just about getting from point A to B but about creating spaces that enrich the community's social and cultural life.



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## Inhabitation



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## Model

The model's innovative design is meticulously aligned with the overarching goals of the program, aiming to establish a more inclusive and functional environment within the terminal. By focusing on the diverse needs of various communities and commuters, the design introduces a series of waiting spaces and rooms that are not only versatile but also adaptive to the fluctuating patterns of daily use.

This approach stems from comprehensive observational research that meticulously documented how different groups utilize these spaces throughout the day, whether for brief waits or extended stays.

The objects and elements incorporated into the model are the culmination of this research, designed to serve the specific needs of individuals who frequent the terminal.

From seating arrangements that accommodate both individual privacy and group interactions to information displays that are accessible and easy to understand for all, each aspect of the model has been thoughtfully considered.

Furthermore, the inclusion of amenities tailored to long-duration stays, such as charging stations and comfortable resting areas, underscores the commitment to catering to a wide array of user needs.

This focus on inclusivity and adaptability not only enhances the user experience but also elevates the overall functionality of the terminal.

By creating spaces that can dynamically adjust to the rhythms of daily commuter flows and the unique requirements of different user groups, the model sets a new standard for public space design.

It represents a forward-thinking approach to designing communal spaces that are truly welcoming and accessible to everyone, reflecting a deep understanding of the complexities and diversities of modern urban life.

Through this model, the program demonstrates a profound commitment to fostering a sense of belonging and convenience for all who navigate through the terminal, making it a benchmark for future projects aimed at enhancing public infrastructure.

