An aerial photograph showing a suburban neighborhood with a grid of streets and houses. A road with colorful bollards runs horizontally across the middle. Below the road are railway tracks with a high-speed train. The title 'PERIPHERE (v.)' is overlaid in large white letters across the road and tracks.

PERIPHERE (v.)

RAPHAEL RIDDER

Master Thesis FS21
VOLUPTAS Chair Charbonnet / Helz ETHZ

I

LINEAR CITY

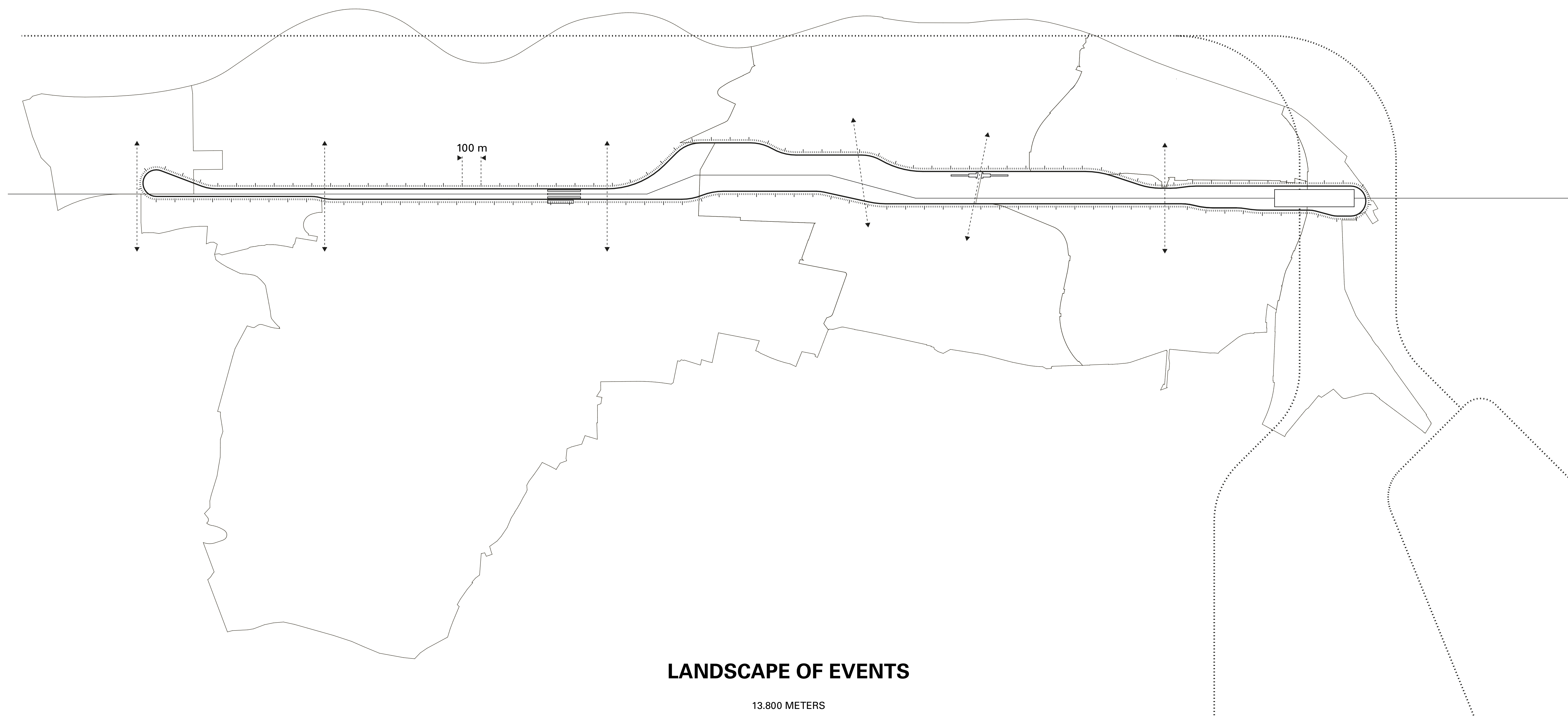
<https://vimeo.com/551541602/61bdaaff98>



VANTAGE LINE

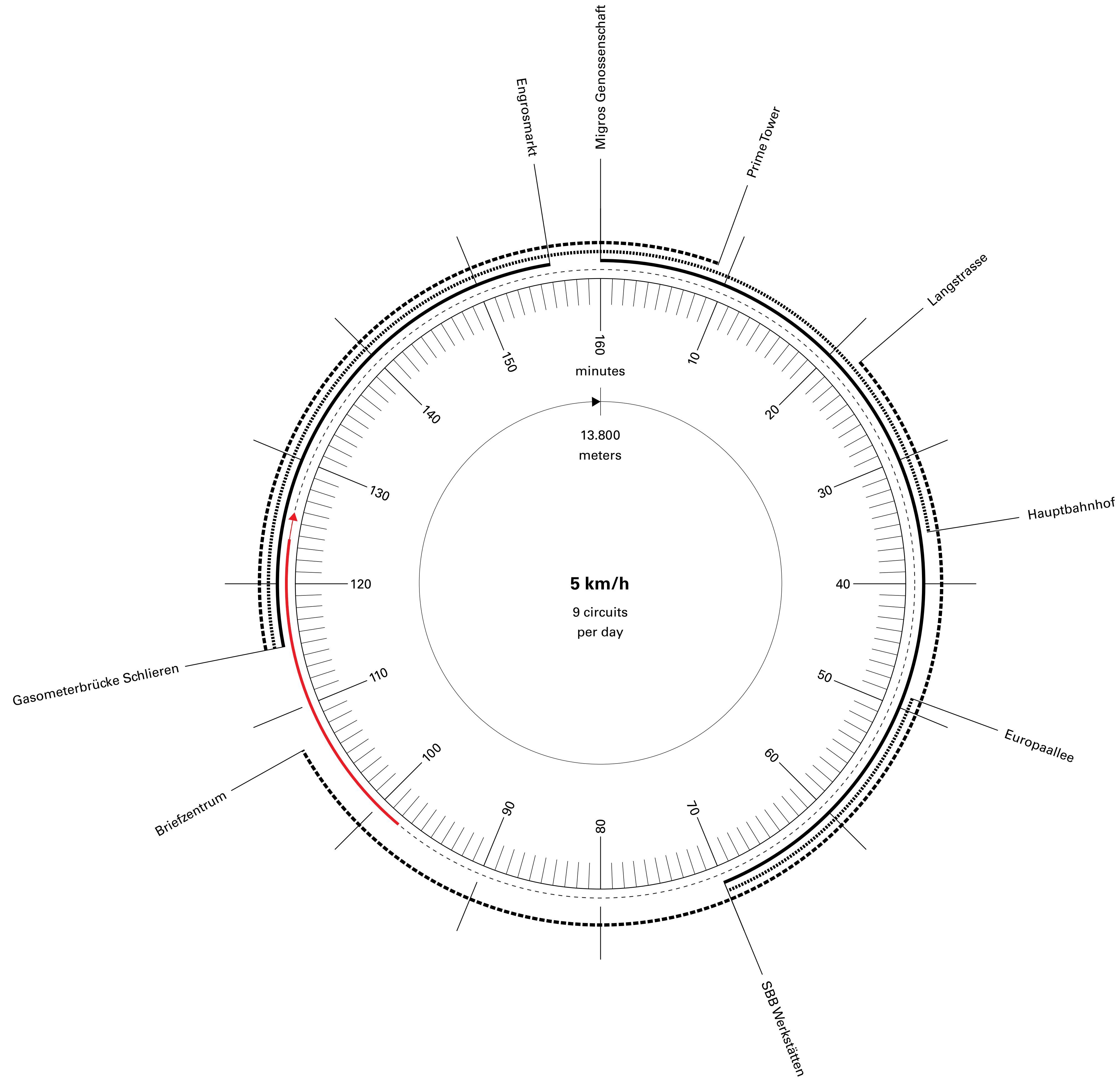
II

PERFORMANCE



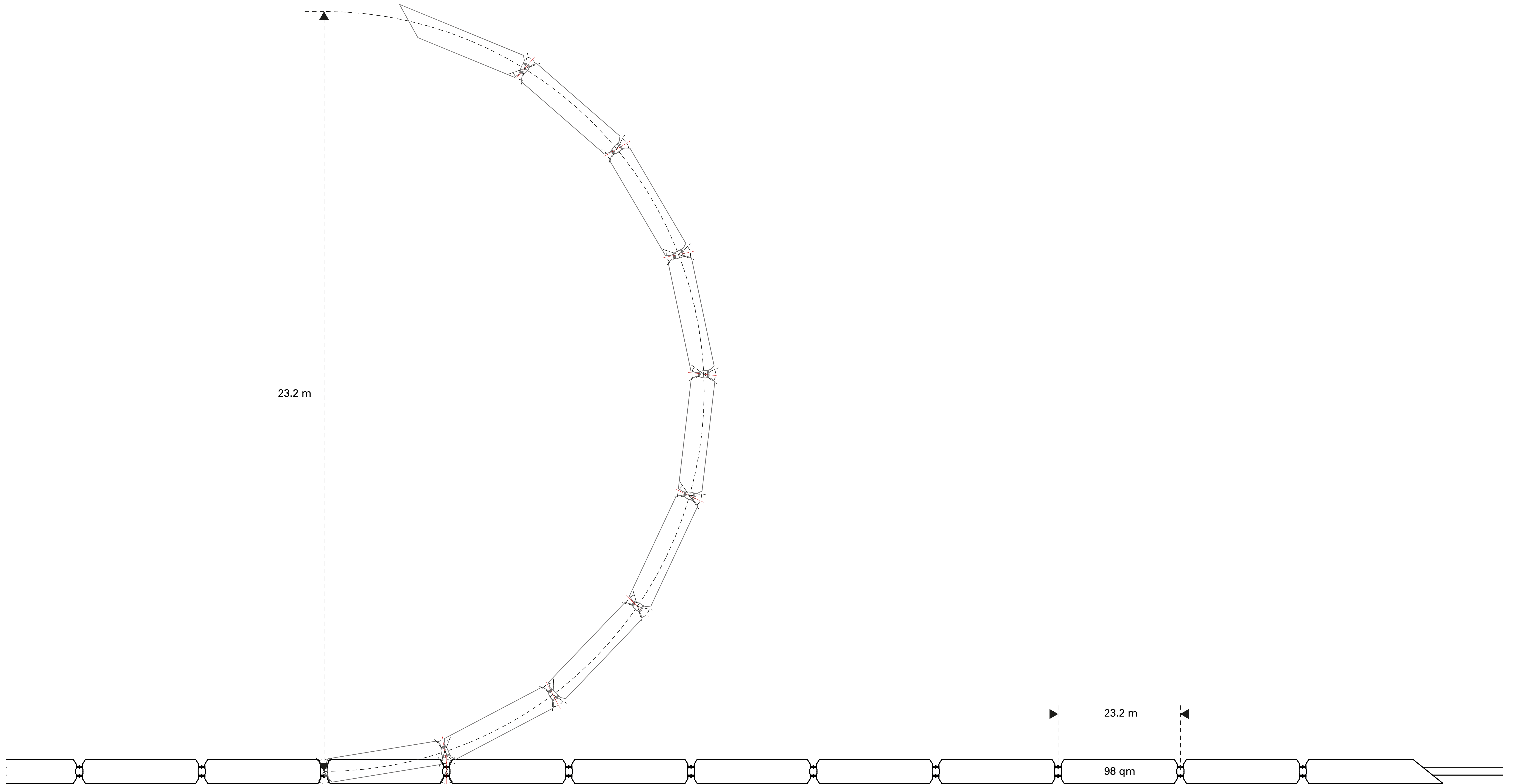






CONSTANT MOVEMENT

EQUALIZER

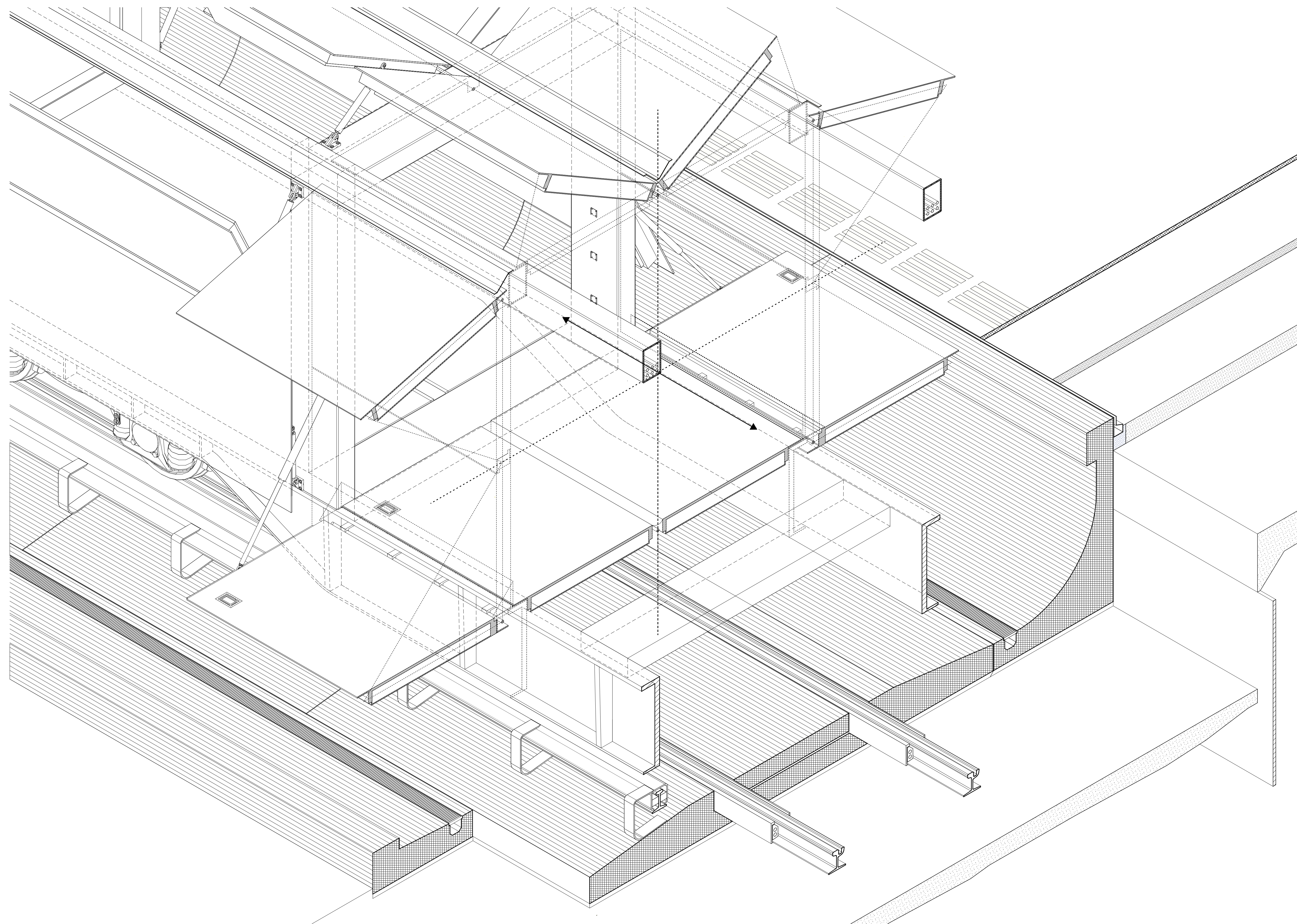


TRAIN

TURNING RADIUS AT 30°

TRAIN MODULE

OPERABILITY

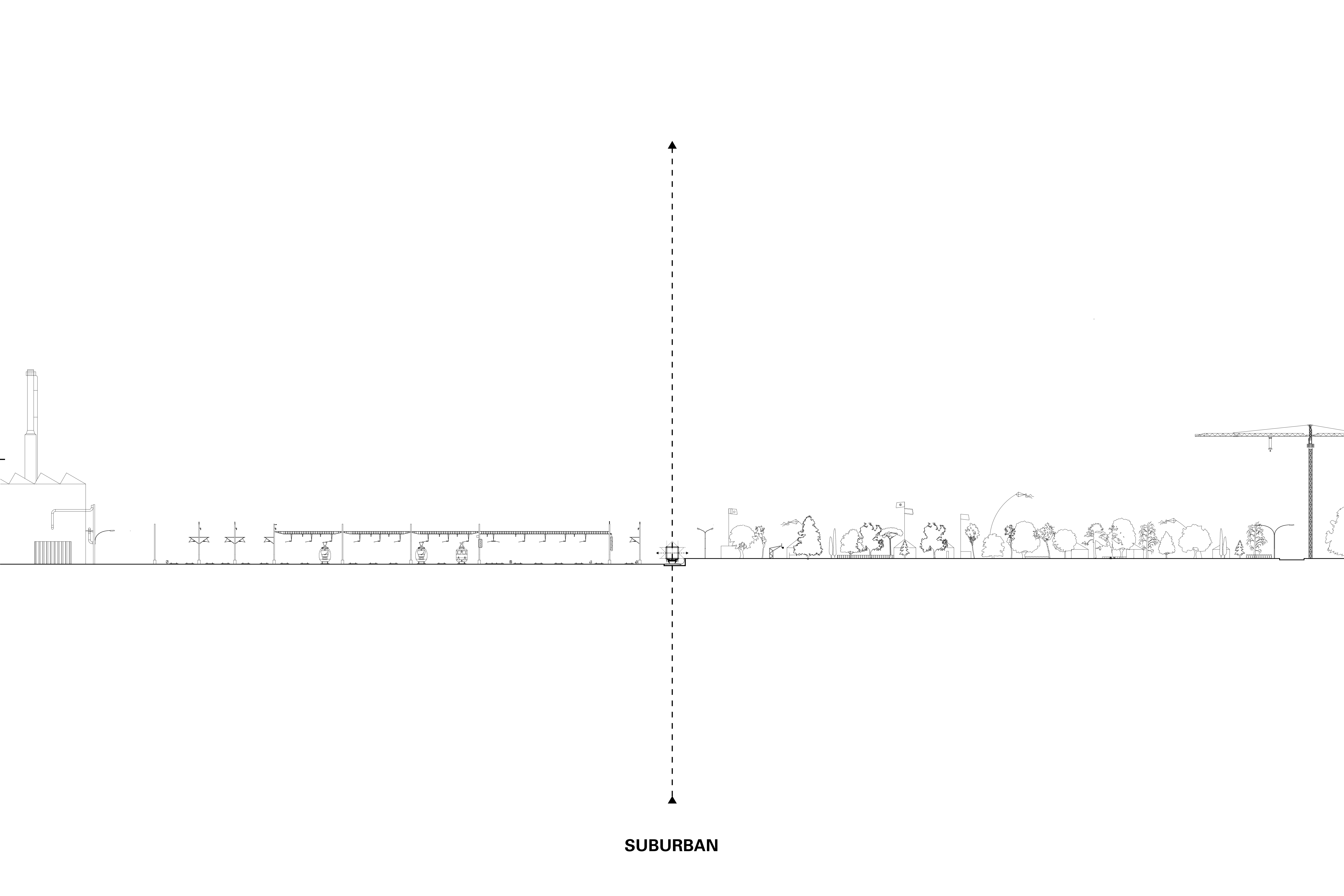


TRAIN MODULE

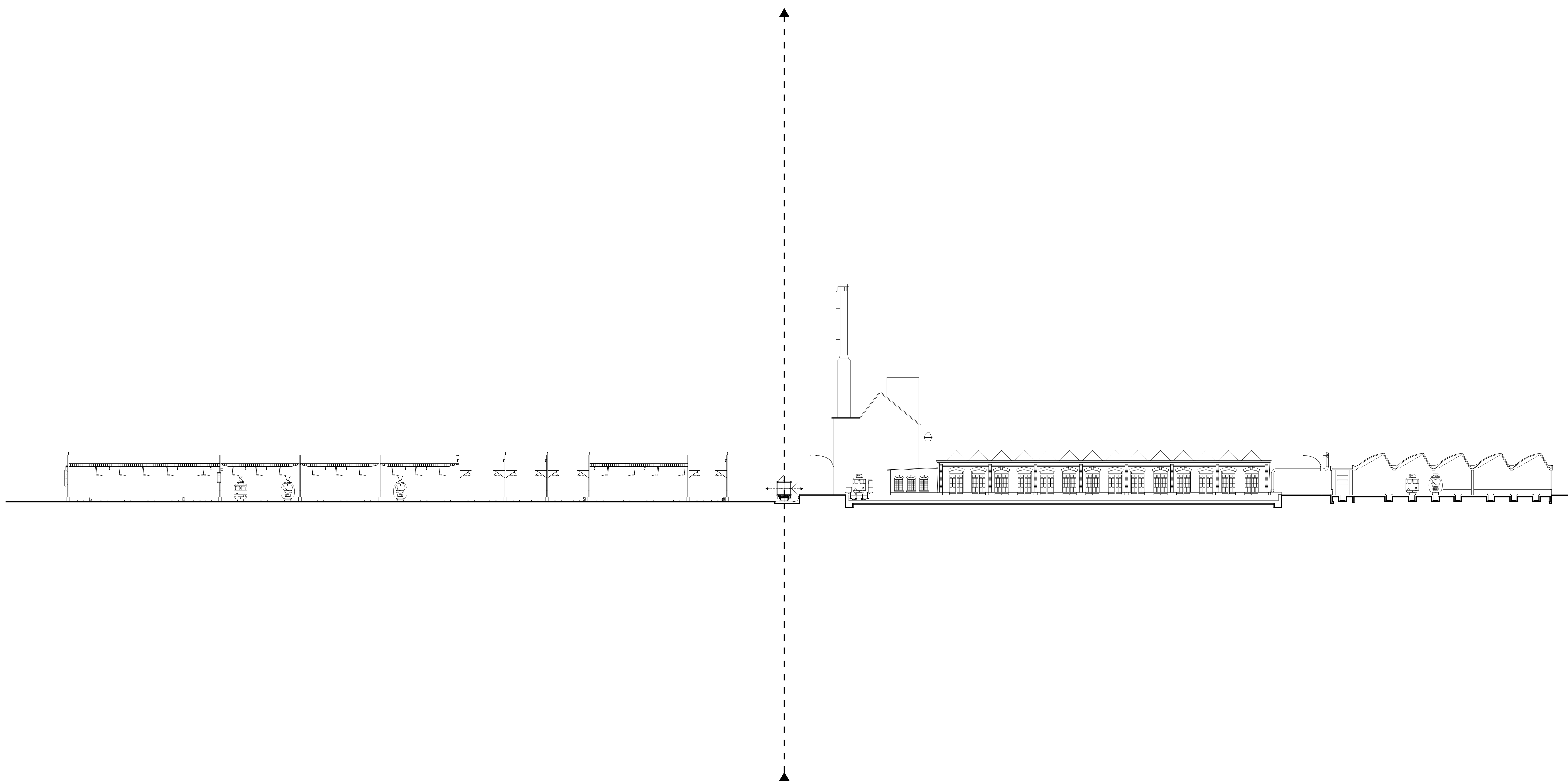
KINETIC INFRASTRUCTURE



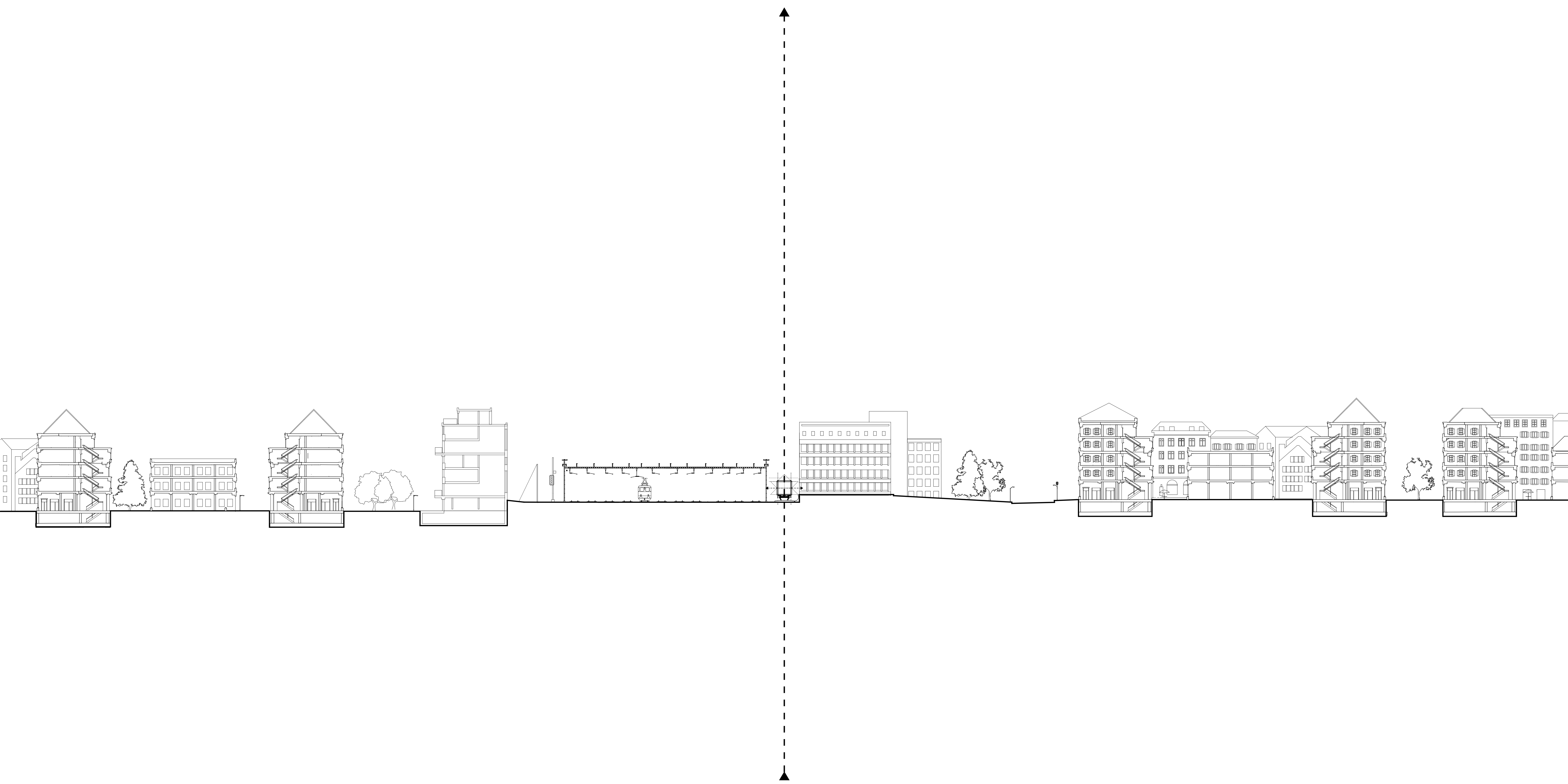
ZURICH REALIGNED



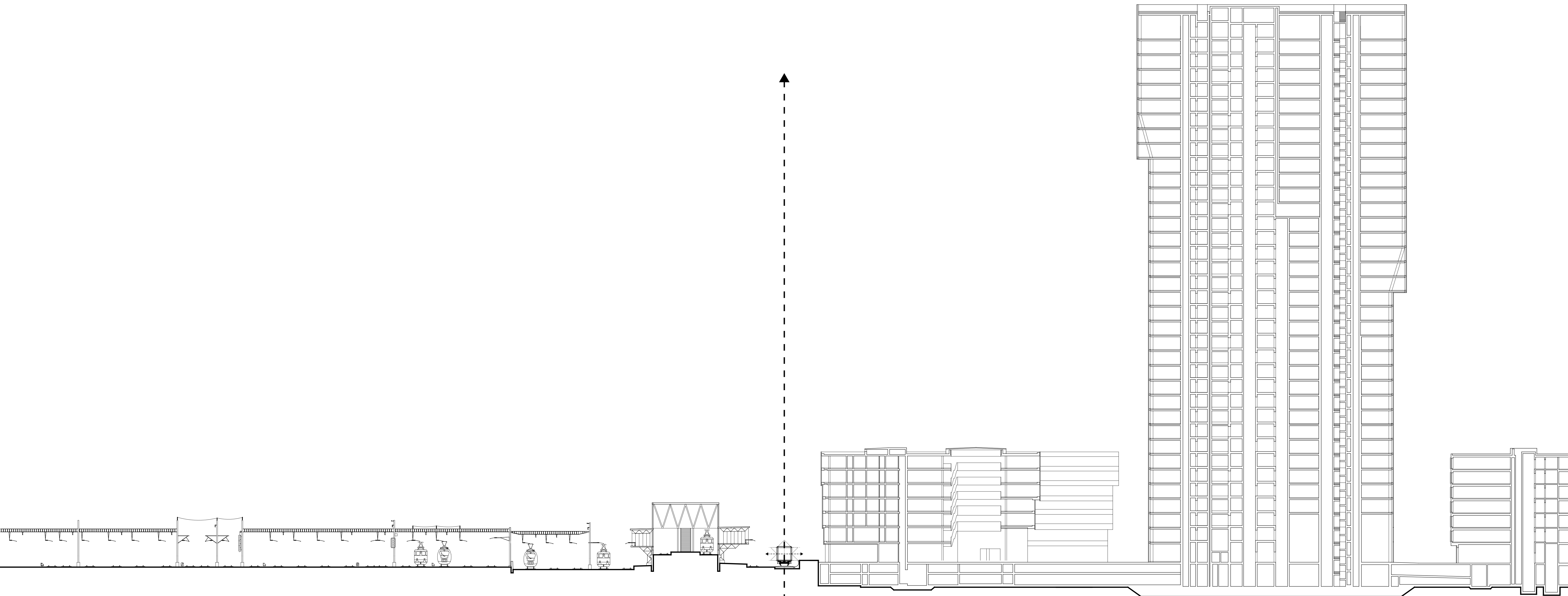
SUBURBAN



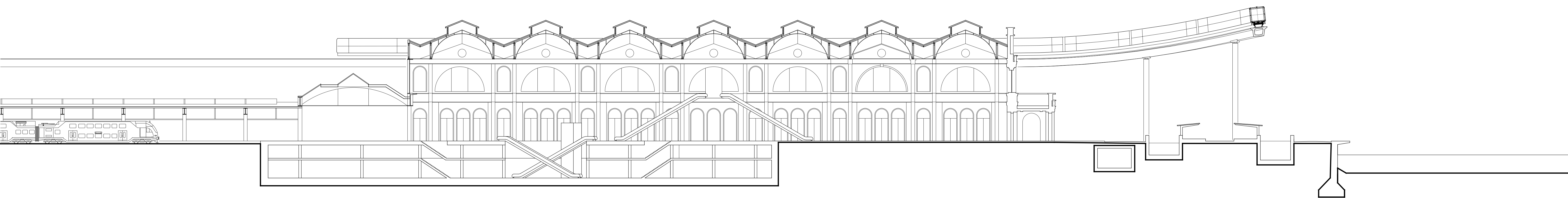
INDUSTRIAL



HISTORIC



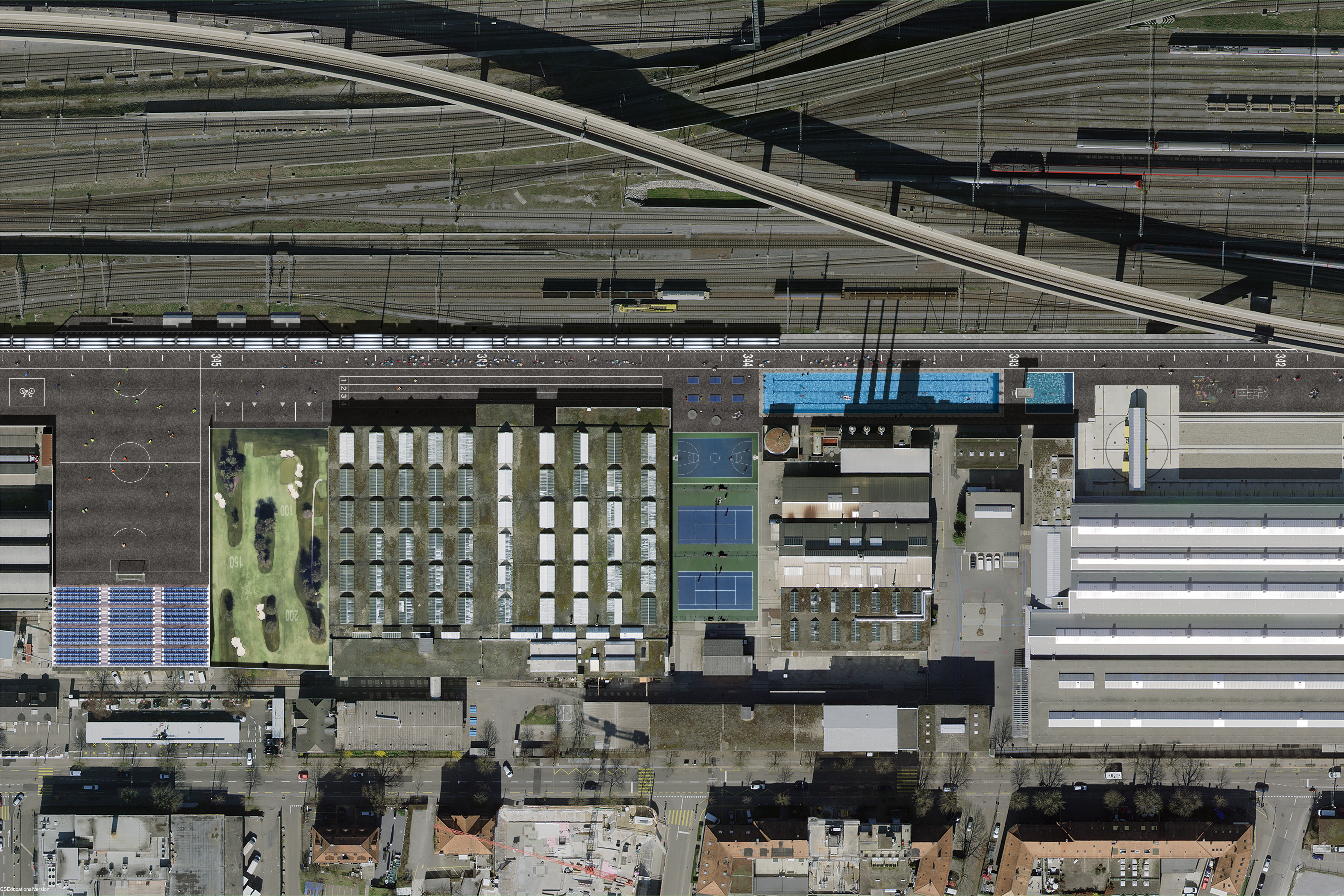
CORPORATE



CENTRAL











CONVENIENCE



LOGISTICS



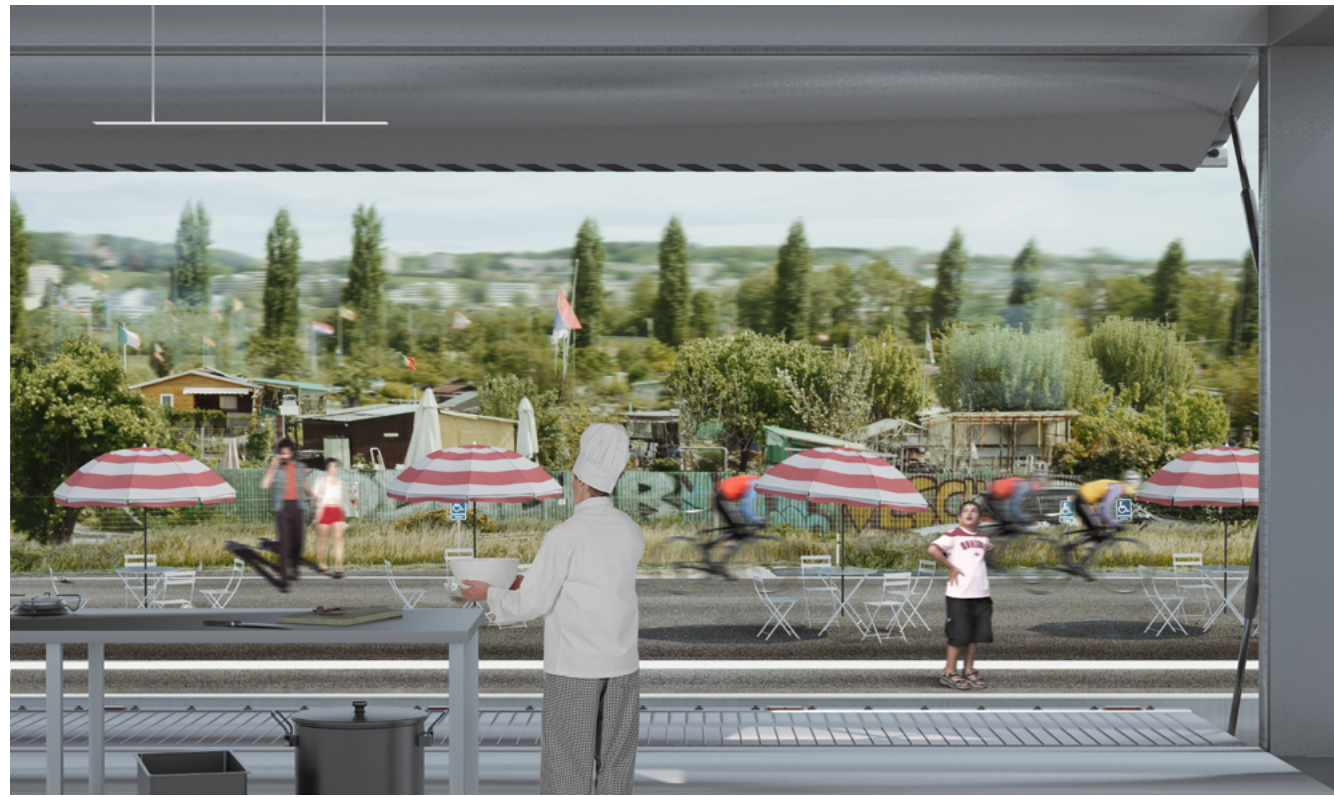
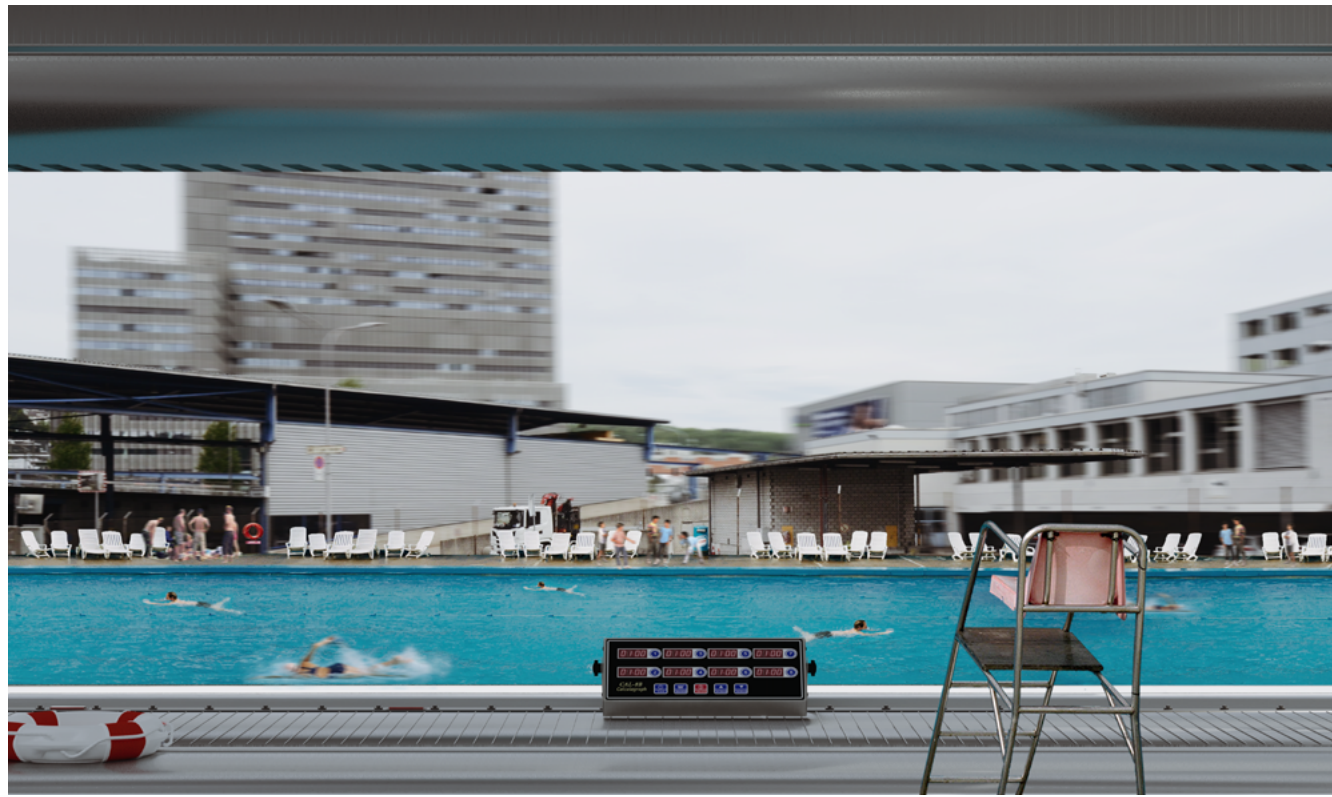
ENTERTAINMENT



RECREATION



GASTRONOMY



<https://vimeo.com/552836731/832b46fd1c>

A NEW VECTOR

The peripheral territory of the train tracks forms a fragmented environment shaped by the efficiency of a global transport network.

Measuring time between points in space makes up the fundamental mechanism to support this paradigm. All space between these points - where trains do not stop - is rendered irrelevant.

Continuous movement at once eliminates and multiplies points of departure and arrival, creating its own sense of time and space. Along the perimeter all space becomes equally important, counteracting the hierarchy between center and periphery. The center is now a continuous line.

At the threshold between the city and the void, identity is created through movement itself.

The river stands still when it moves. If it was not moving, it would be an immensely long lake.

HERACLITUS