Tour of Ireland

John Pierce, *The leaders on the Col du Galibier*, 1976

Table of Contents

Introduction

The project purposes a new Tour of Ireland, whose stages exploit the varying topography of the country and promote the skill of particular kind of road bicycle racer—the Puncheur, the name given to a road bicycle racer who specialises in rolling terrain with a short but steep climb.

The bicycle tour, more than any other sporting event, is fundamentally dependent on the landscape. The landscape has been used not only to challenge the peloton physically but also as a visual background for the event that has been broadcast worldwide. If the Tour de France is the first lesson in the geography of France, it is also the reflection of its history. The maps of the Tour also speak of the glory of towns and the beauty of the landscape. To welcome the Tour is to receive a bit of its glory. Each year, more than 250 municipalities improve their local infrastructure and resurface their roads for the opportunity to welcome one of the 21 stages of the Tour de France. In return for these investments, the host cities receive an economic gain on average six times higher than the price they have paid.

Its specific focus is the region of Donegal, which in many ways contain all of the country's different landscapes in one region. The Island of Ireland is remarkable for a topographical variety disproportionate to its size. The topography of the island features central plain broken by low hills composed of limestone surrounded by a broken border of coastal mountains. County Donegal is the most mountainous in Ulster. It has a deeply indented coastline forming natural sea loughs.

The architect in this scenario operates in three roles. Firstly, as an event planner who demarcates a route. Secondly, as an infrastructural planner who provides structures and services. Lastly, as an iconographer who depicts the landscape qualities in different perspectives. The project purposes to enhance the spectator physical's experience of watching the cycling race by provides multiple and different perspectives to heightened experience.

The project aims to promote the elongation of sports infrastructure beyond the short time span of a specific event, providing structures that have a longer life span and a more diverse set of uses.

Ratio Trakoolsajjawat [TH]

Yuanpeng Zhang, *The Highway and the Country*, 2018

The Highway and the Country

In taking Ireland as a starting point to Ireland—an island in the Northern Atlantic Ocean—is separated from Great Britain by the Irish Sea, whose upper half is also a part of the United Kingdom. Located on the edge of Europe, Ireland has been largely peripheral to the continent's history at least through its industrialization and economic success. However, in purely cartographic terms, the island can be considered the center of the world. If one were to locate a pin in the middle of a world map, it would most likely land at Ireland. The Republic and Northern Ireland are separated by a border—the result of sectarian conflict—dividing the minority of the north from the majority of the south. If the border is de facto invisible due to the British membership of the European Union, the plausible new reality of a "Hard Brexit" questions the necessary relationship between the two parts of this island.

The country's population achieved its numerical maximum of eight million inhabitants in the nineteenth century; however, since then, the country has been unable to recover from such demographic strength. The Great Potato Famine of 1845—which claimed the starvation of one million people and resulted in three million emigrating abroad—can be considered as the beginning of a trajectory of steady population loss. Two centuries later, Ireland's current population consists of merely six million inhabitants. The distribution of its population is unequal across the island with up to 60% of the population concentrated in the urban centers of the east, most notably Dublin and Belfast. Consequently, these cities have attract-ed multinational companies like Google, Facebook, and Apple, contributing to highly developed eastern and southern parts of the country—operating in a stark contrast to the west which remains rural and depopulated. In this regard, the small island is divided from north to south by political and religious differences, and from east to west by economic and demographic disparity.

To mediate these divisions, the Government of the Republic of Ireland has proposed the construction of an "Atlantic Corridor," a series of highways running from north to south along the western region of the island, aimed at stimulating economic growth. Furthermore, the Republic's Pro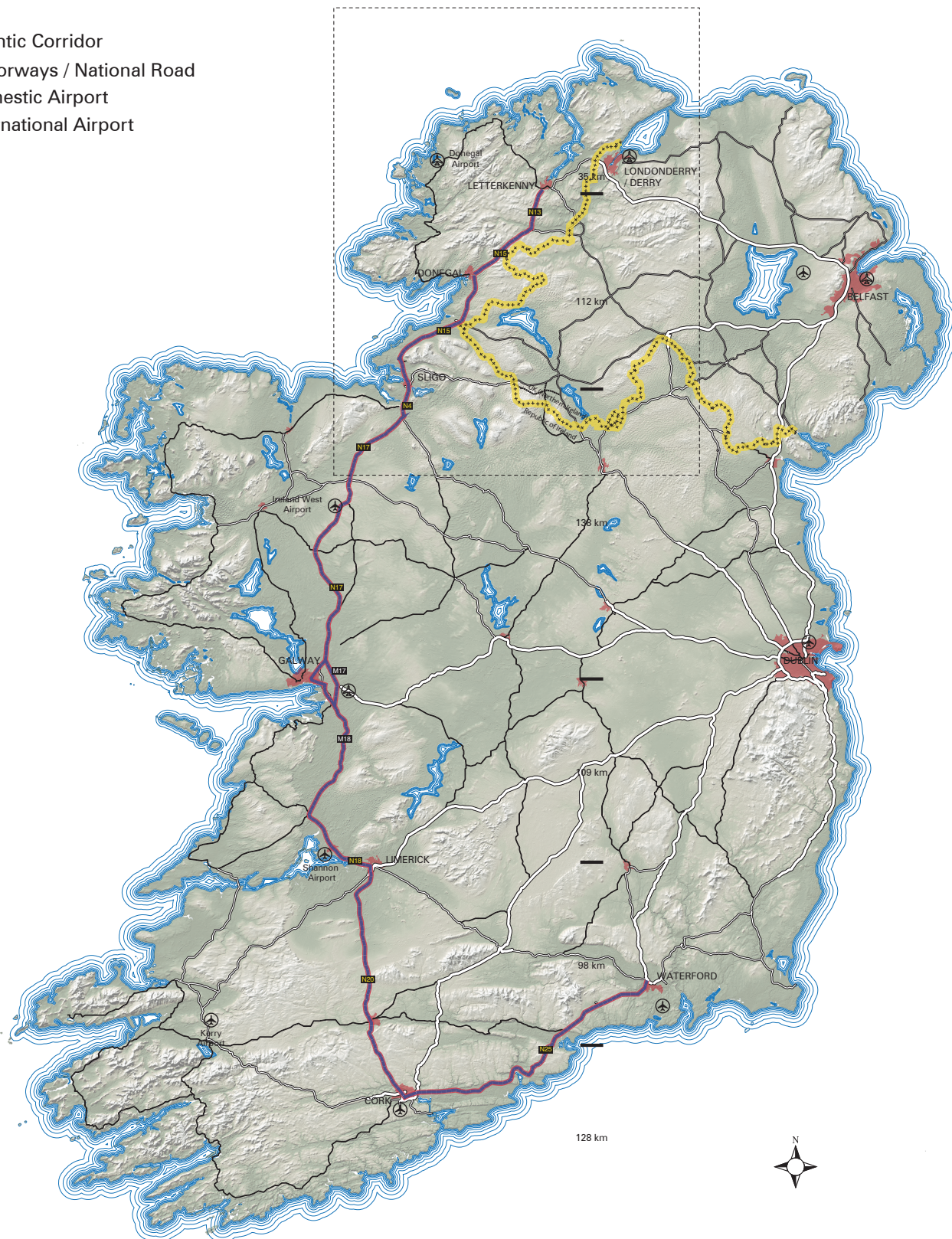ject Ireland 2040 National Planning Framework, directed towards a future date of 2040, anticipates an influx of one million non-Irish migrants. Approached as an opportunity to redistribute both population and development across the island, both proposals allude to the possibility of a permanent economic route through Derry/Londonderry, thereby establishing a new set of relationships between Ireland and Northern Ireland. By imagining a new north-south link, both plans effectively seek to establish a new relationship between the east and west of the island. Although the Project Ireland 2040 National Planning Framework anticipates a widespread transformation, it lacks a clear articulation of a spatial agenda for these changes. While the Atlantic Corridor is a clearly delineated construct spanning 430 kilometers, its effect on the country remains uncharted.

One of the island's peculiarities is that the Republican South extends further north than the Unionist North. This uppermost region, both north and south, Irish and British, more than any other region in Ireland will concentrate the effect of Ireland's future redevelopment plans. This significant terrain, known as County Donegal, is where this collection of eleven projects is sited. Located be-tween the towns of Sligo in the south and Derry/Londonderry in the north, it is one of the most economically fragile counties of the Republic. This fragility is further highlighted by its geographic position, surrounded on either side by the sea and Northern Ireland, and connected to the Republic by a narrow strip of land that makes it susceptible to the effects of a possible hard border with Brexit.

Characterized by pastures, woodlands, small villages, peat fields, and a dispersal of innumerable one-off houses, the remote County Donegal is exemplar of the coexistence between rural countryside, housing estates, and urbanized towns in Ireland.3 These settlements represent the architecture of the region; and yet historically this region has existed without any real relationship to the profession or the culture of architecture.

The following architectural project is one of eleven that speculates on County Donegal's possible architectural futures in relation to the Project Ireland 2040 National Planning Framework, the construction of the Atlantic Corridor, and the indeterminacy of Brexit—creating necessary encounters between north and south, between infrastructure and environment—or in short, between the highway and the country.

Map of Ireland

Data from Open Street Maps, 2018

Legend

- Atlantic Corridor
- Motorways / National Road
- Domestic Airport
- International Airport
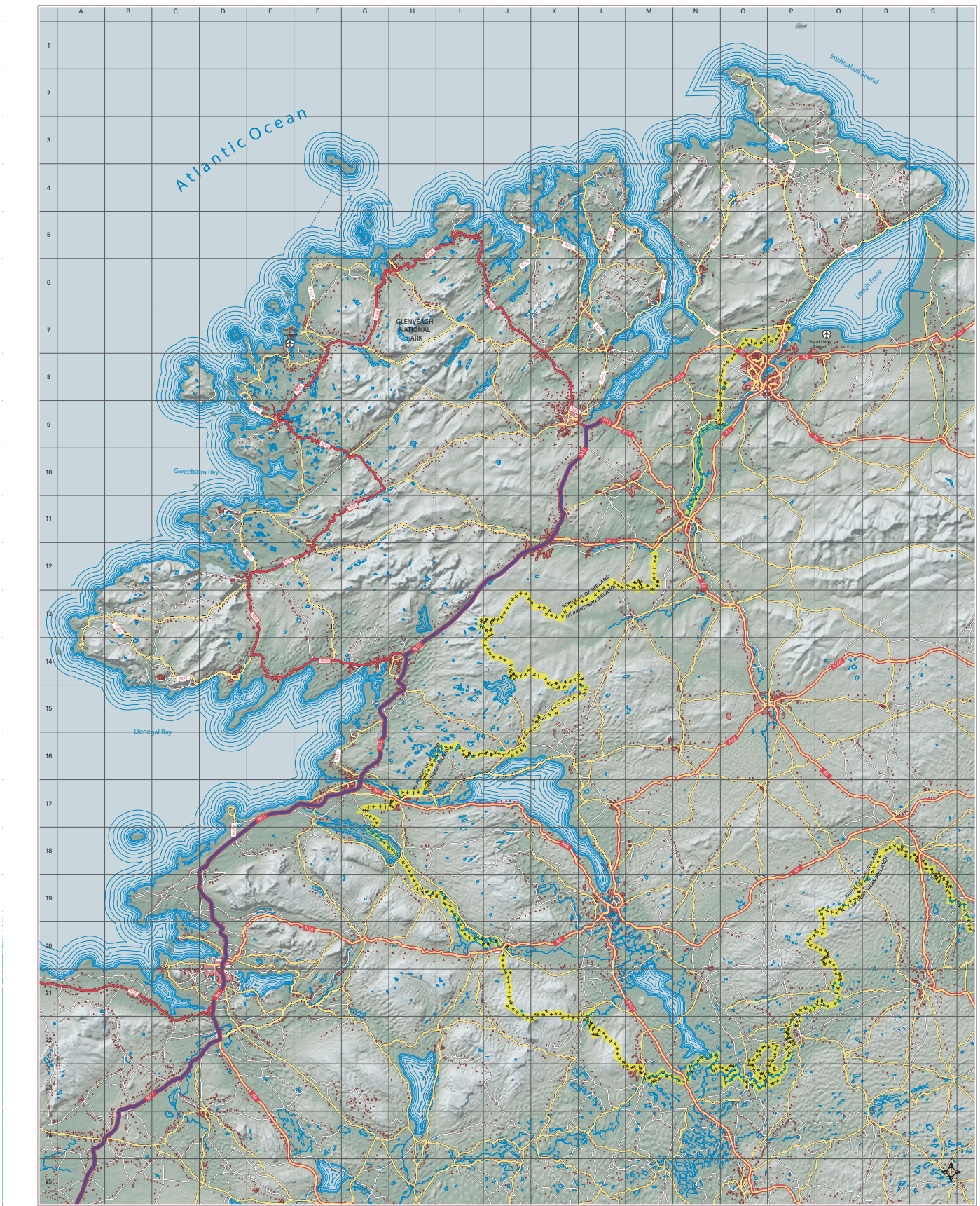
Map of Donegal

Data from Open Street Maps, 2018

As Found Objects

Photographs from authors during fieldtwork to Donegal, Ireland, May 2018

As Found Objects

Ratio Trakoolsajjawat, photographs of road landscape, May 2018

Ratio Trakoolsajjawat, photograph of Knockalla Mountain in Donegal, July 2018

Site

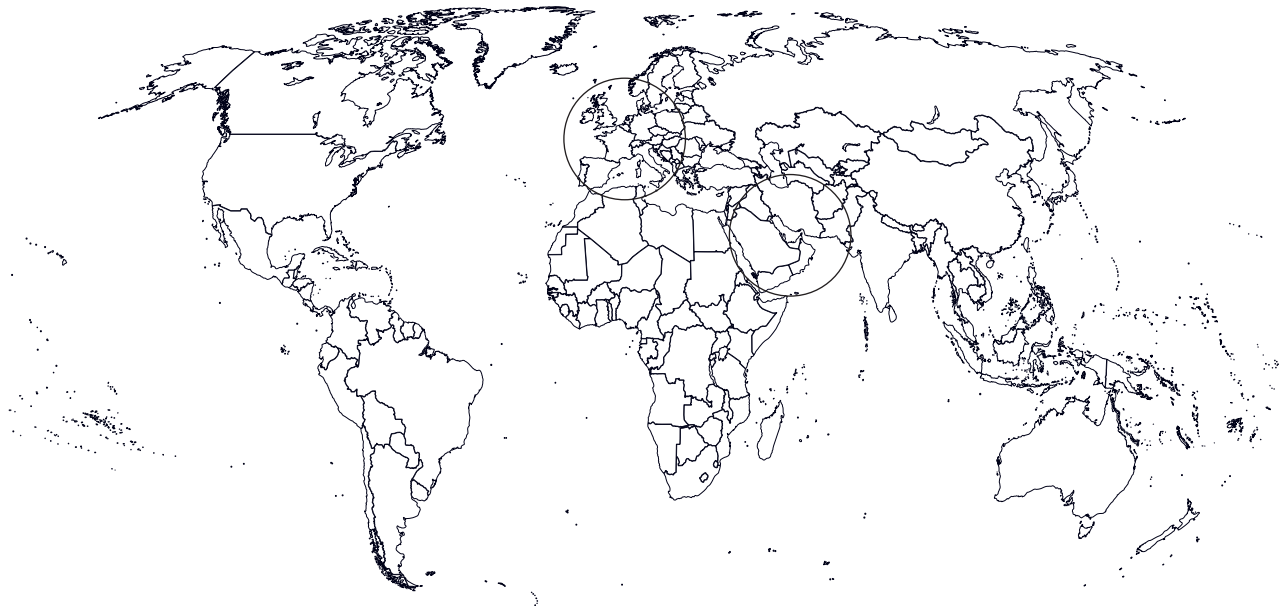The Island of Ireland is remarkable for a topographical variety disproportionate to its size. The topography of the island features central plain broken by low hills composed of limestone surrounded by a broken border of coastal mountains. The central plain has a considerable area of peat bogs and numerous lakes. The coastline is dramatic and often inaccessible. Its most notable features are the high cliffs of Donegal, Mayo, Clare and Kerry. Most of the south-west coast is an alternation of sandy bays and high cliffs. County Donegal is the most mountainous in Ulster consisting of two ranges of low mountains; the Derryveagh Mountains in the north and the Blue Stack Mountains in the south. It has a deeply indented coastline forming natural sea loughs, of which both Lough Swilly and Lough Foyle are the most notable. The Slieve League cliffs are the sixth-highest sea cliffs in Europe, while Malin Head is the most northerly point on the island of Ireland.

The project's specific focus is the region of Donegal, which in many ways contains all of the country's different landscapes in one region. The project encourages the county of Donegal to be presented as an inevitable part of the Tour by offering multiple routes with varying characters of topography.

The stage from Letterkenny to Donegal, the longest and the highest elevation gained stage, has been selected to explore these landscape qualities.

The Knockalla mountain, one of the hills along the course, is selected to explores the possibilities of using different height and locations of the terrain to heighten the spectator's experience.

World map

Europe

Tour of Flander
Liège-Bastogne-Liège
Paris–Roubaix
Tour de France
Giro di Lombardia
Milan-San Remo
Giro d'Italia
Vuelta a España

Middle East

Tour of Qatar
Dubai Tour
Abu Dhabi Tour
Tour of Oman

▲ Grand Tour (Climber)
■ Middle East tours (Sprinter)
● One-day race Classic Monuments (Puncheur)

Site Information

Road cycling worldwide tournaments

Londonderry

Belfast

Sligo

Galway

Dublin

Limerlick

Waterford

Cork

1,000 m.

0 m.

Temperature (°c)

16

avg. 9 °c

5

7

Jan.

Dec.
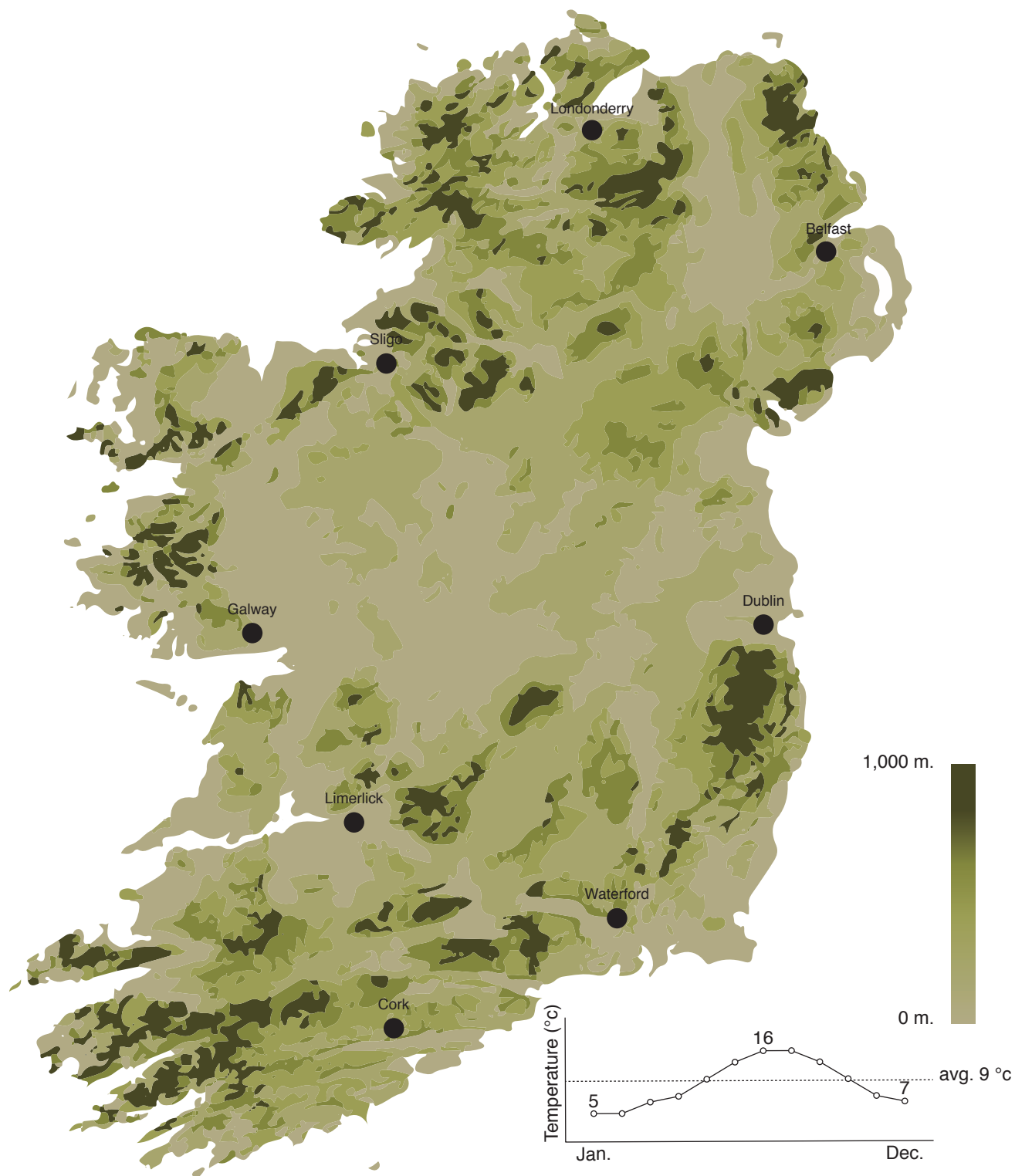
Site Information

Topography of island of Ireland

MALIN HEAD

CULDAFF

FANAD HEAD
LIGHTHOUSE

CARNDONAGH

HARRY BLANEY
BRIDGE

BALLYMASTOCKER
BEACH

MOVILLE

DUNFANAGHY

FALCARRAGH

BUNCRANA

MT.MUCKISH

RATHMULLAN

SEVEN SISTERS
MOUTAIN CHAIN

MUFF

MT.ERRIGAL

GLENVEAGH
NATIONAL PARK

RAMELTON

GRIANAN
OF AILEACH

LONDONDERRY
/ DERRY

DUNGLOE

LETTERKENNY

STRABANE

MT.BLUESTACK

BALLYBOFEY

ARDARA

GLENGESH PASS

OMAGH

CARRICK

MOUNTCHARLES

DONEGAL

SLIEVE LEAGUE

KILLYBEGS

PETTIGO

BALLYSHANNON

BELLEEK

ENNISKILLEN

BELCOO

SLIGO

Site Drawings   Data from Open Street Map, 2018

14

Site Drawings   Data from Strava, 2018

1km.

Site Drawings   Data from Open Street Map, 2018

1km.

Site Drawings   Data from Open Street Map, 2018

Site Photographs   Ratio Trakoolsajjawat, photograph of
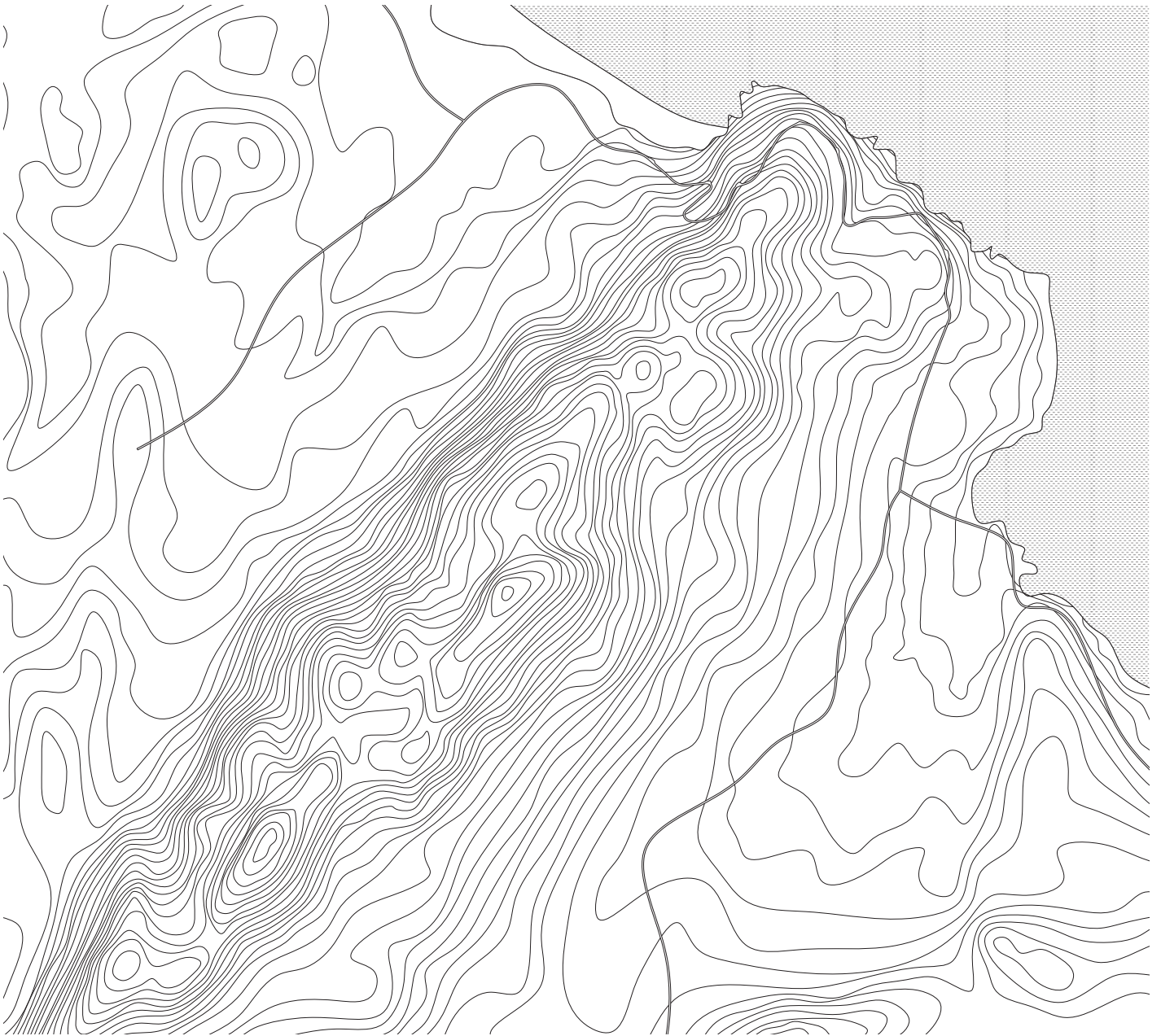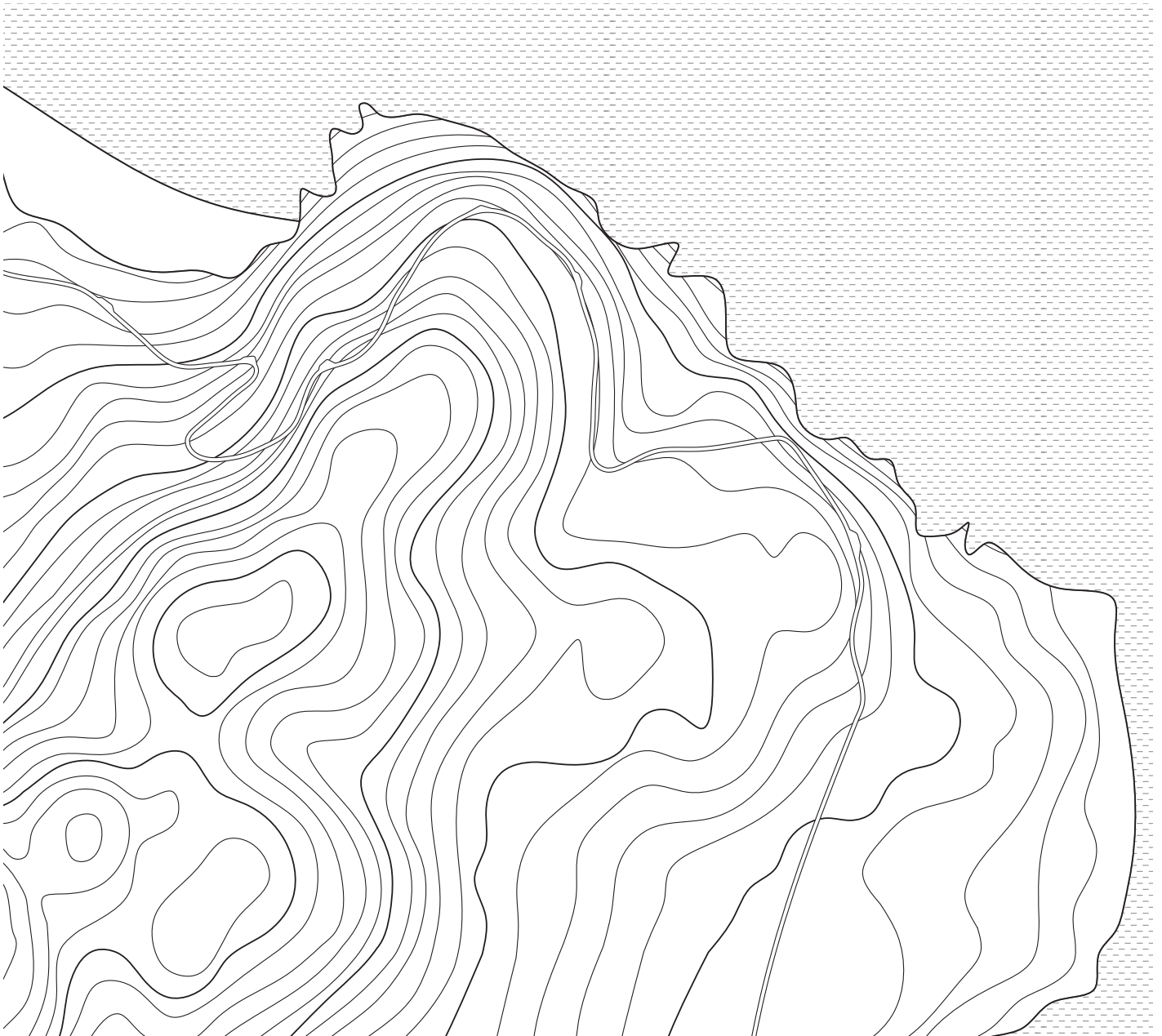   descend road to the beach, July 2018

Site Photographs   Photo from Google Maps

Discourse

Since the first Olympic Game, even though they are temporary events that occasionally held throughout the year, the architecture of sporting event has been increasingly developed from the open-field land with a few facilities to an enormous enclosed stadium. Sporting events become more popular thereby more and more spaces for the audiences are required. Since most of the popular sports perform as a spot, providing more spaces for spectators to see the same performing spot is the best solution. In order to get full attention from audiences, stadium had been developed to become more and more enclosed. However, sporting events are losing a relationship with the landscape and geography where they take place. In contrast, bicycle race is one of sporting events that always associate with the terrain. The area of sport performance then becomes a stretch. Therefore, the solution of offering more spaces seem not effective. The permanent architecture for bicycle race appears to be absent.

A permanent architecture that supports temporary events is left unused more than the event period. In the case of Olympic Games, many stadiums and facilities were left abandoned or being renovated to serve new purposes for the public. In contrast, the bicycle race can be seen as a temporary architecture in the territory scale where no facilities and infrastructure have been left behind after the event, there is no trace of the event left in the host cities. Through the proposed project "Tour of Ireland", the issue of the abandoned permanent infrastructure and the temporary structure will be explored to redefine the new type of architecture for sporting event.
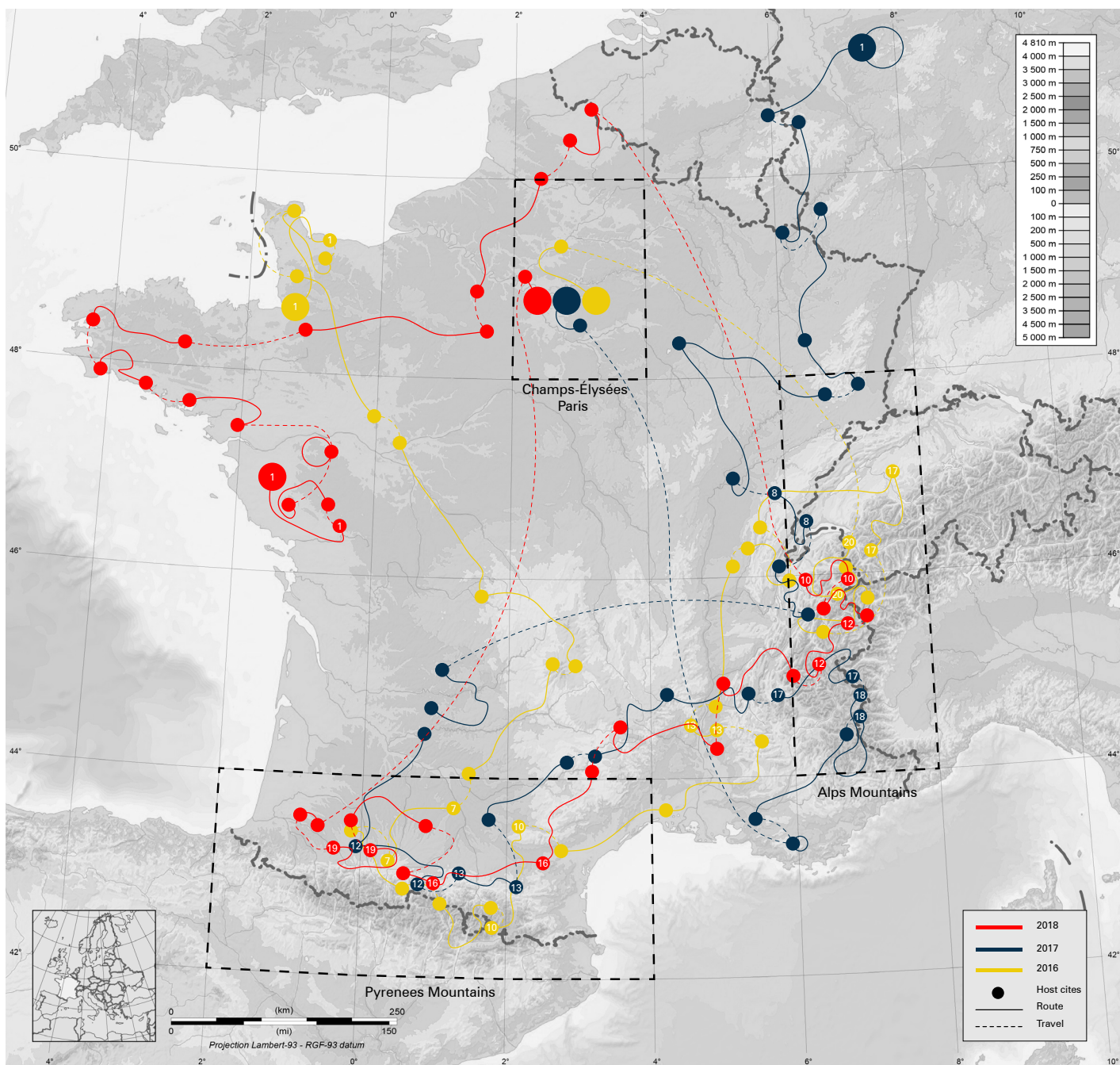
Precedent Studies

If the Tour de France is the first lesson in the geography of France, it is also the reflection of its history. Over the years since 1903, the map of the Tour designates a campsite and picnic spots of several thousand kilometres for millions of visitors and supports. The maps of the Tour tell the evolution of France, the transformation of its landscape, the progression of its roads and the opening up of its regions to the outside world. Inaddition, The maps of the Tour also speak of the glory of towns and the beauty of the landscape. To welcome the Tour is to receive a bit of its glory.

Each year, more than 250 municipalities improve their local infrastructure and resurface their roads for the opportunity to welcome one of the 21 stages of the Tour de France. In return for these investments, the host cities receive an economic gain on average six times higher than the price they have paid. Moreover, broadcast by television channels and watched by two billion viewers worldwide, the Tour de France is a perfect showcase for all the cities and communities that host it.

South West Archives, *Tour de France 1954, Lescure stadium, finish of the stage in Bordeaux*, July 20,1954

Tour de France route from 2016 to 2018

1890
Newspapers started organising
races on public roads to boost
their sales

1904
First time cheating in
Tour de France.

1909
Italian newspaper
created Giro d'Italia.
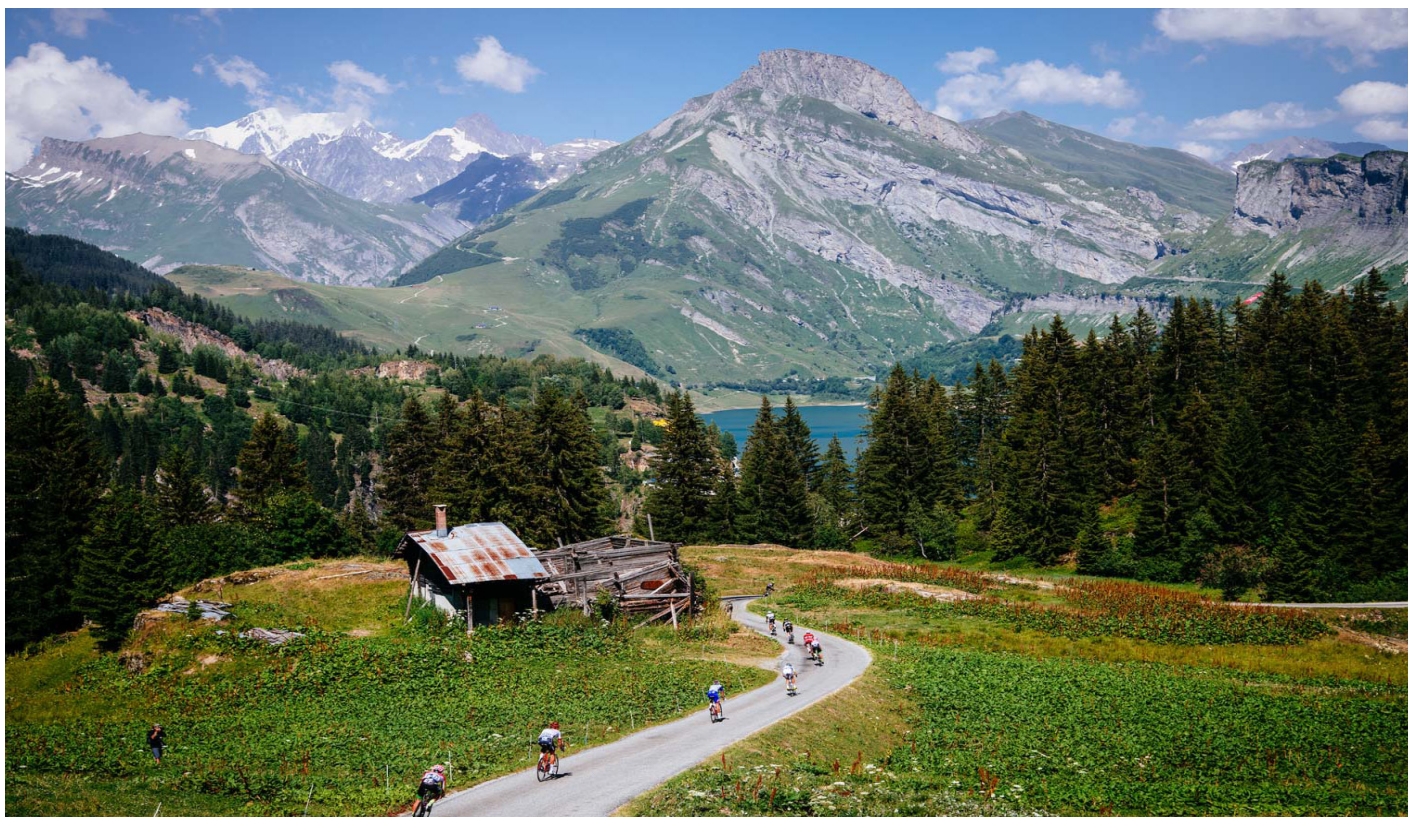
1911
Alps mountains were introduced
to Tour de France.

1930
Publicity caravan was introduced
to the Tour de France.

Authorisation was given for
outside assistance to riders.

Average distance per stage
decreased from 200 km. to 160 km.

1947
Format of the races settled
on between 20-25 stages.

1962
Tour de France replaced
national teams with the
privately sponsored teams.

1860
First official road races
were recorded.
organised in velodrome
where the organisers
can charge entry fee.

1975
Tour de France finished
at Champs-Elysées for
the first time.

2018
Tour de France
introduce 65km.
mountain stage
for the first time

1850   1900   World War II   1950   2000   2050

1880
Modern bicycle
were introduced.
- two equal-sized
wheels, pedels,
chain, tires

1935
Spanish newspaper
created Vuelta España.

1920
Tour de France started being
broadcast on the radio.

Average distance per
stage decreased
from 350 km. to 200 km.

1910
Number of stages
increased from
11 to 15 stages.

1993
Tour de France ownership moved to
Amaury Sport Organisation and started
to be organised with infrastructure and
facilities.

First mountain stages
appeared in Tour de France
- Pyrenees mountains

1905
Tour de France's rule
changed from 6 to 11 stages.

1970
Tour de France started
to assigned Grand Départ
to cities outside France.

1903
Tour de France was created
by French newspaper L'Auto.
6 stages with 2,428 km.

1950
Grand Départ started
to took place in a different
town each year.

Timeline of professional road bicycle
racing

Cyclingtips, Alpe d'Huez and Pyrenees,
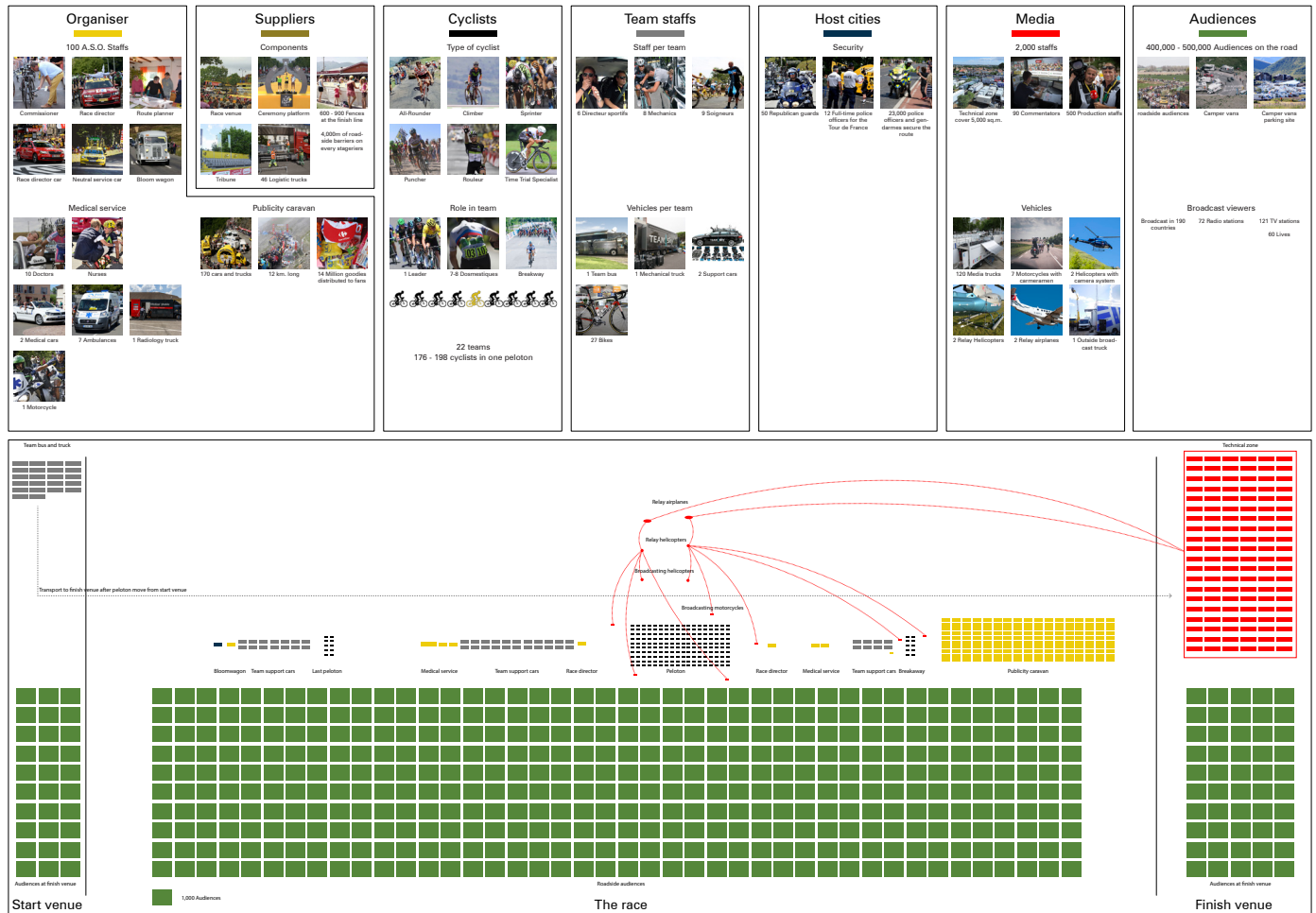2018 Tour de France, July 2018

Cycling tips, Champs-Élysées, 2018
Tour de France, July 2018

Visualized Evidence

From the image of the first Tour de France champion on a yellow newspaper of L'Auto, the picture of the struggle between human and nature has been broadcast worldwide. Watching and following the bicycle race is much easier than before. The bicycle race is a live staged performance that has a large media production behind it. From the overview of the race from a helicopter to the close-up view inside the peloton from the motorbike, iconography plays an essential role in constructing the image of the race. The picture of the struggle, of the superhuman against an epic nature is necessary as Roland Barthes describes in his essay "The Tour de France As Epic" that the Tour de France geography is entirely subject to the epic necessity of ordeal. He describes geography as one of the relays that challenges the peloton and attract spectators. The relays are all physical characters, successive enemies, individualised by the combination of morphology and morality which define an epic nature.
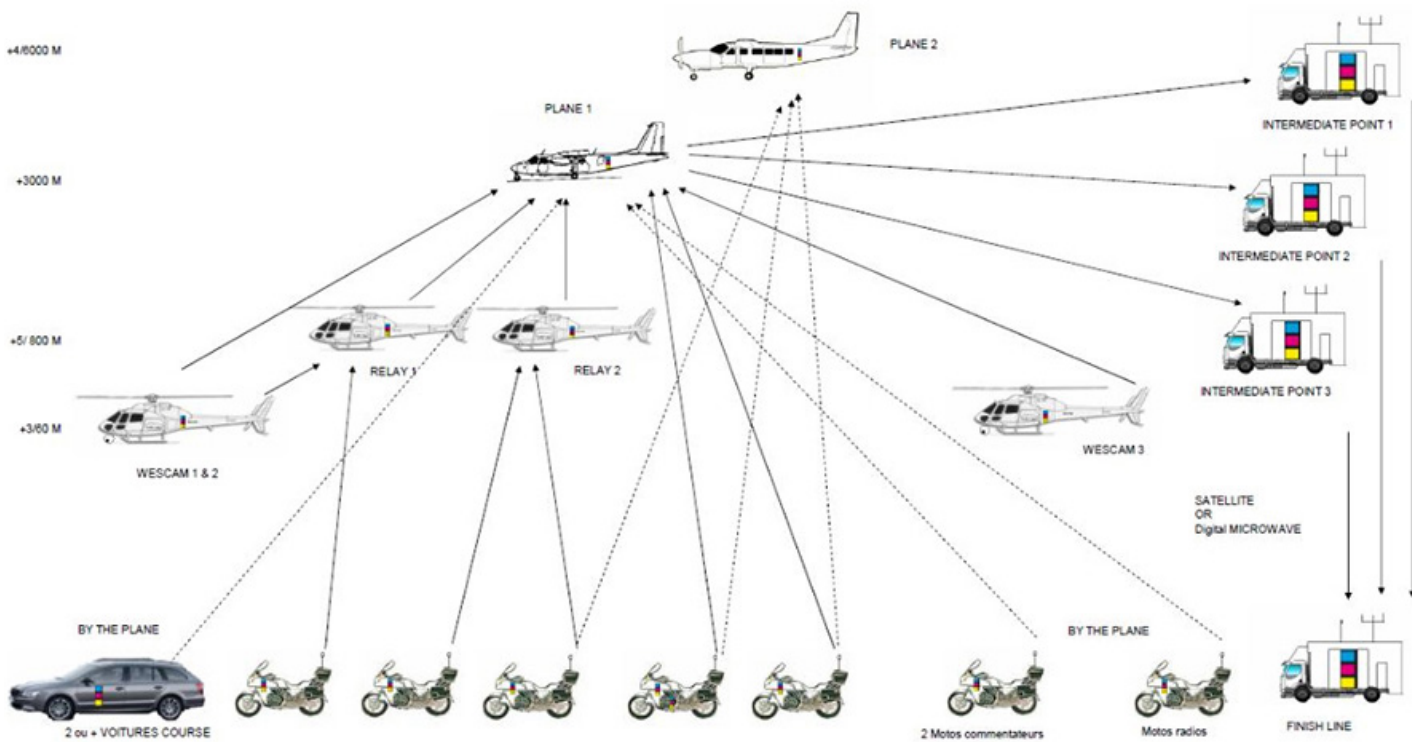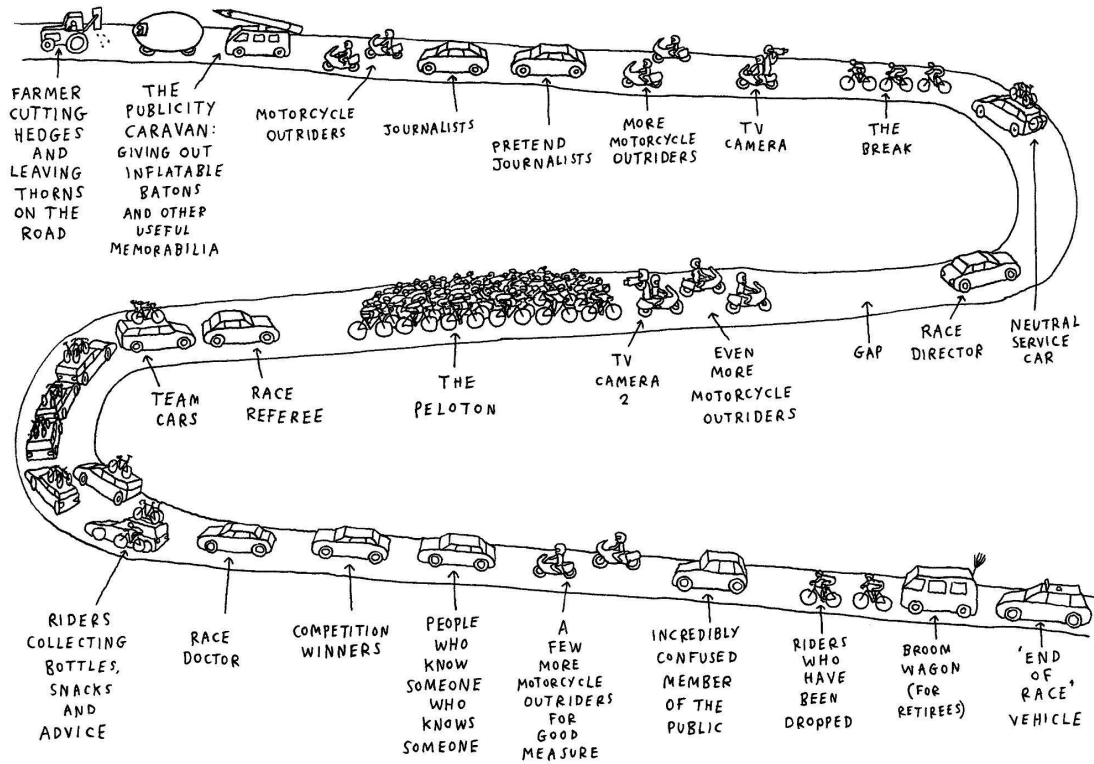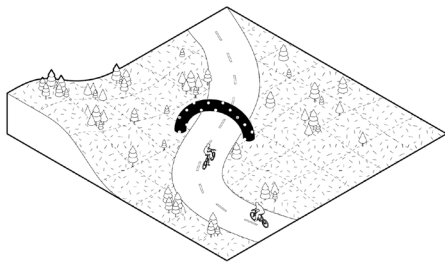
Bicycle Tour Components
From Tour de France 2016

Organiser
100 A.S.O. Staffs

Commissioner | Race director | Route planner

Race director car | Neutral service car | Bloom wagon

Medical service

10 Doctors | Nurses

2 Medical cars | 7 Ambulances | 1 Radiology truck

1 Motorcycle

Suppliers
Components

Race venue | Ceremony platform | 600 - 900 Fences at the finish line

Tribune | 46 Logistic trucks | 4,000m of roadside barriers on every stageriers

Publicity caravan

170 cars and trucks | 12 km. long | 14 Million goodies distributed to fans

Cyclists
Type of cyclist

All-Rounder | Climber | Sprinter

Puncher | Rouleur | Time Trial Specialist

Role in team

1 Leader | 7-8 Dosmestiques | Breakaway

22 teams
176 - 198 cyclists in one peloton

Team staffs
Staff per team

6 Directeur sportifs | 8 Mechanics | 9 Soigneurs

Vehicles per team

1 Team bus | 1 Mechanical truck | 2 Support cars

27 Bikes

Host cities
Security

50 Republican guards | 12 Full-time police officers for the Tour de France | 23,000 police officers and gendarmes secure the route

Media
2,000 staffs

Technical zone cover 5,000 sq.m. | 90 Commentators | 500 Production staffs

Vehicles

120 Media trucks | 7 Motorcycles with carmeramen | 2 Helicopters with camera system

2 Relay Helicopters | 2 Relay airplanes | 1 Outside broadcast truck

Audiences
400,000 - 500,000 Audiences on the road

roadside audiences | Camper vans | Camper vans parking site

Broadcast viewers

Broadcast in 190 countries | 72 Radio stations | 121 TV stations
60 Lives

Team bus and truck

Technical zone

Transport to finish venue after peloton move from start venue

Relay airplanes
Relay helicopters
Broadcasting helicopters
Broadcasting motorcycles

Bloomwagon | Team support cars | Last peloton | Medical service | Team support cars | Race director | Peloton | Race director | Medical service | Team support cars | Breakaway | Publicity caravan

Audiences at finish venue

Roadside audiences

Audiences at finish venue

1,000 Audiences

Start venue | The race | Finish venue

Professional road bicycle racing
components

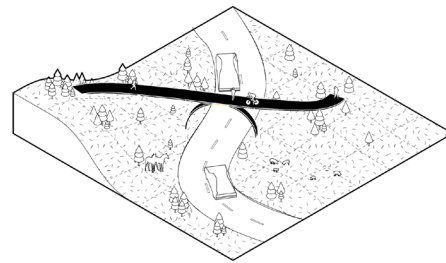|		Before the tournament	Before the race	during the race	Afterthe race	After the tournament
ORGANISER	ORGANISER	Route planning Select host cities Check roads quality Layout planning with suppliers	coordidate and control other supporting departments	Observe the Peloton	Prepare for the next stage	Evaluate the tournament Prepare for the next tournament
	SUPPLIERS	Logistic planning Layout design Prepare all support components	Assemble all components at the start venue - Fences - Commentary boxes - Media offices - Timing offices - Grand stands - Ceremony platforms	Disassemble all components at start venue and transport them to another start venue	Disassemble all components at finish venue and transport them to another finish venue	Evaluate theresult with organiser Transport all support components back to the warehouse
TEAM	CYCLISTS	Training	Warm up bike check finalise race strategy with teammates and director	Race	Warm down Rest	Rest Train for the next race
	STAFFS	Race strategy planning Logistic planning Post race planning - Accomodation - Cyclist performance restore	Prepare bikes Prepare nutrition for the cyclists finalise race strategy with cyclists	Follow and support cyclists through the course transport support vehicles to the finish line	Take care of cyclists Clean the bicycles for next stage Prepare all nutrition for next stage	Evaluate the result with cyclists Prepare for the next race
HOST CITIES		Bidding to host the stage Improve local infrastructure - Public facilities - Resuraf Traffic planning Prepare staffs - Policemen - Janitors	Close the roads Prepare the start venue	Clear the start venue Control all traffic in the stage - Peloton - Commissioner vehicles - Team vehicles - Publicity caravan - Media vehicles	Clear the finish venue Clear all traffic in the town - Team vehicles - Supplier vehicles - Media vehicles - Audience vehicles	Evaulate the benefits from the race bidding for another stage hosting
MEDIA		Bidding for the license Broadcasting and production planning Prepare support equipments and vehicles - Production trailers - Generators - Motorbikes - Helicopters	Prepare detailed production plan and script Assemble production venue at the finish line Prapare cameras and vehicles	Follow the peloton Capture all moment - Drama of the race - the beauty of the landscape Post production of the footages to create single feed tobroadcast	Disassemble production venue and move to another finish venue	Evaluate the broadcast result Transport all compoents to the stroage Strategy planning for the next race
AUDIENCES		Travel planning Prepare accomodation Select viewing stages and spots	Travel to specific spot before police close the roads	Enjoy the race Follow the race news along the route	Travel to the hotel or another spot forthe next stage	Planning for the next tournament Writing a expereince note etc.

Organisation of the professional road
bicycle racing

Organisation of the professional road
bicycle racing during the event

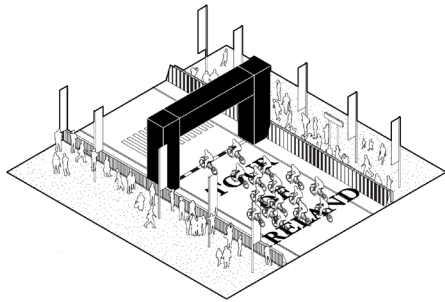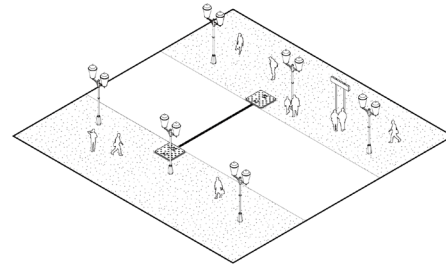King of the Montain Sign

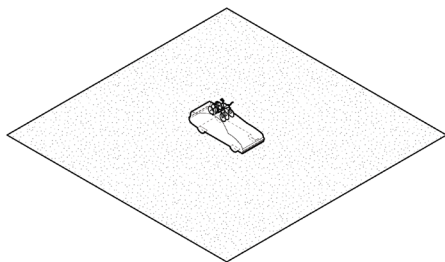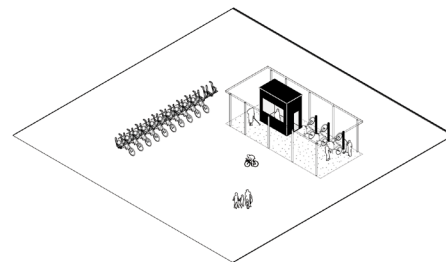Green Corridor

Landscape Zone
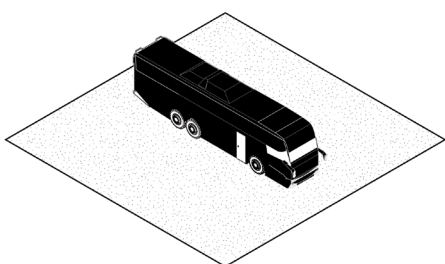

Finish Line

Trace of the Race
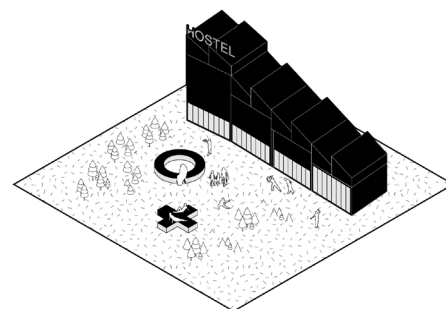
City Zone

Service Car

Bike Service Point
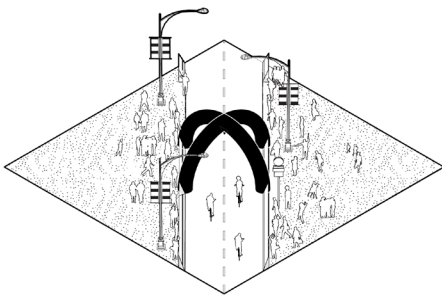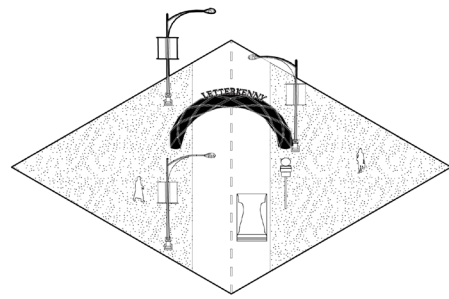
Cyclist Facility

Team Bus

Community Hotel

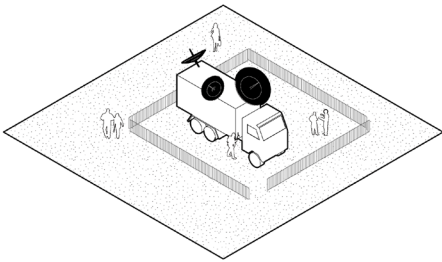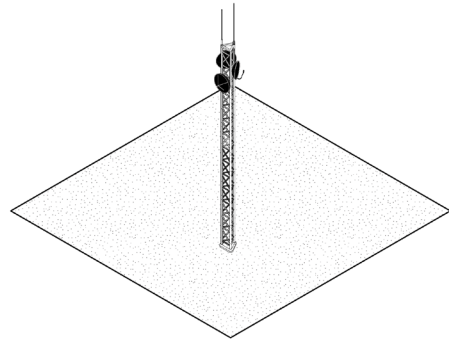**Accommodation Facility**

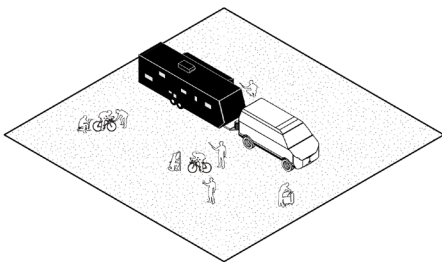Adpated programs

Flamme Rouge

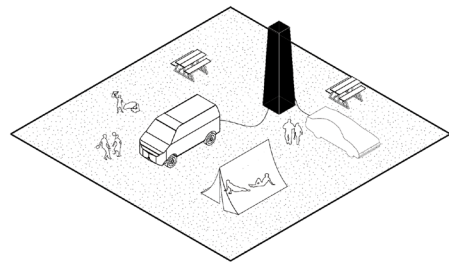City Welcome Gate

Suburban Zone

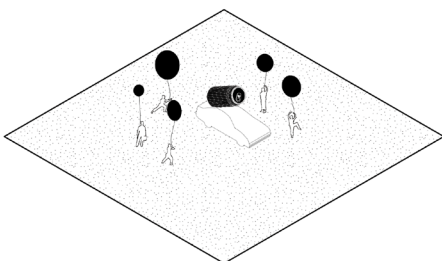Broadcasting Truck

Broadband Tower

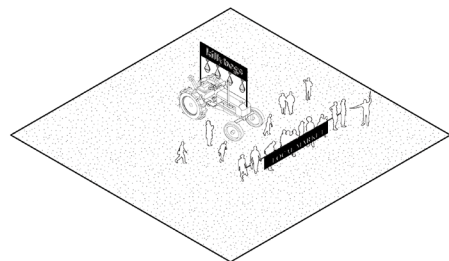**Network Facility**

Camping Van

Camping Site

Accommodation Facility

Publicity Caravan

Irish Tractor

Advertisement Facility

Adpated programs

Travel by Train to Plymouth

National Railway Museum, British Railway advertising poster, 1950

THE FINEST BEACH
AND MOST BEAUTI-
FUL HOLIDAY RESORT
· IN BRITAIN ·

ABERDEEN
THE SILVER CITY BY THE SEA

DIRECT SERVICES AND
CHEAP HOLIDAY TICKETS
BY LMS AND L&NE
· RAILWAYS ·

SOUTHEND-ON-SEA
Leigh-on-Sea   Westcliff-on-Sea   Thorpe Bay   Shoeburyness
GUIDE FREE FROM ENQUIRY BUREAU, PIER HILL, SOUTHEND-ON-SEA
Train services and fares from BRITISH RAILWAYS stations, offices and agencies

Travel by Train to Aberdeen and
Southend-on-sea

National Railway Museum, British
Railway advertising poster, 1950

Architectural References

The project looks to enhance the spectator's physical experience of watching the cycling race by providing multiple and different platforms. In the existing bicycle race, the physical spectator's experience is limited by angle, time, and location. The main question is how can the architectural intervention support the spectator to relocate, expanding the watching experience without affecting the race. The project also aims to promote the elongation of sports infrastructure beyond the short time span of a specific event, providing structures that have a longer lifespan and more diverse set of uses. Here, the post-race period is put into consideration. An observation tower is a structure used to view events from a long distance and to create a full 360-degree range of vision to conduct the long-distance observation.

The project selects three observation towers architectural references. The Irish round towers are early medieval stone towers found mainly In Ireland, with two in Scotland and one in the Isle of Man, As their Irish name Cloigtheach indicates, they were originally bell towers, though they may have been later used for additional purposes. Generally found in the vicinity of a church or monastery, the door of the tower faces the west doorway of the church. In this way, it has been possible to determine without excavation the approximate site of lost churches, where the tower still exists. Surviving towers range in height from 18 metres (59 ft) to 40 metres (130 ft), and 12 metres (39 ft) to 18 metres (59 ft) in circumference. The Sky Walk, an observation tower, was completed in 2015 by Brno-based studio Fránek Architects. The 55-m-high Sky Walk is a technically accomplished yet organic structure that features a wooden walkway, which coils around the three main towline volumes. The ArcelorMittal Orbit is a 114.5-meter-high sculpture and observation tower in Queen Elizabeth Olympic Park in Stratford, London. It is Britain's largest piece of public art and is intended to be a permanent lasting legacy of London's hosting the 2012 Summer Olympic and Paralympic Games. Orbit was designed by Turner-Prize winning artist Sir Anish Kapoor and Cecil Balmond of engineering Group Arup. The project was completed in 2012.
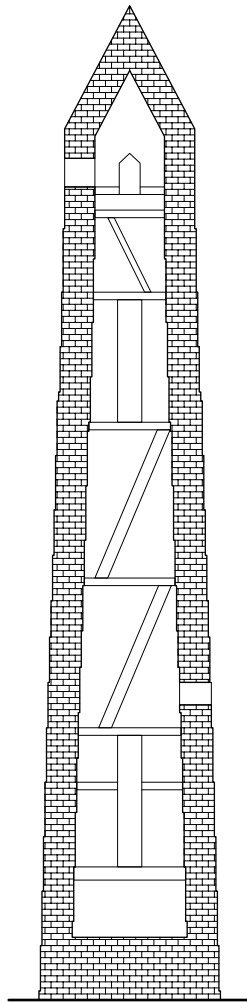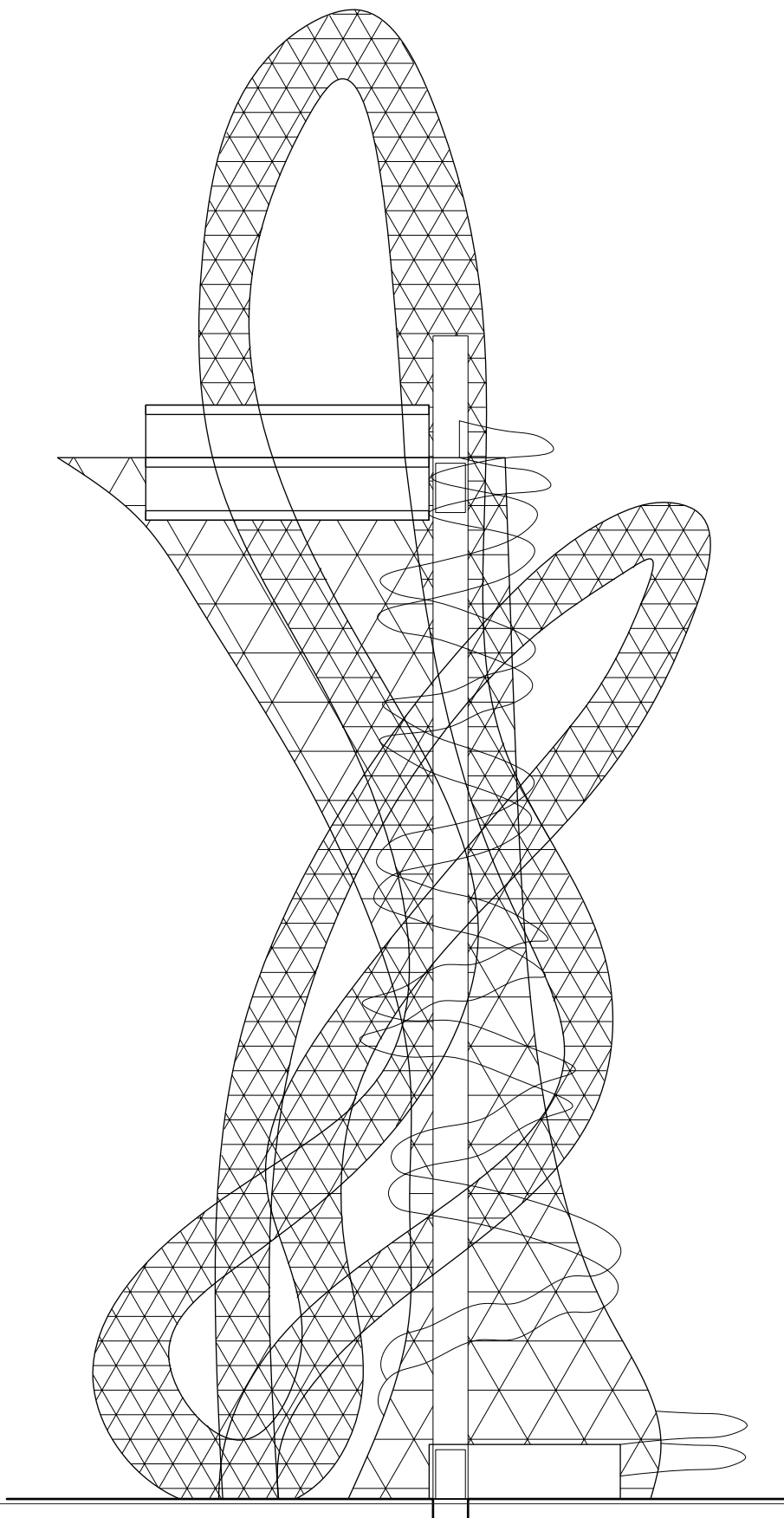
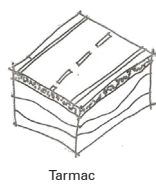Irish Round Tower, 9th–12th centuries

0   5   10   20
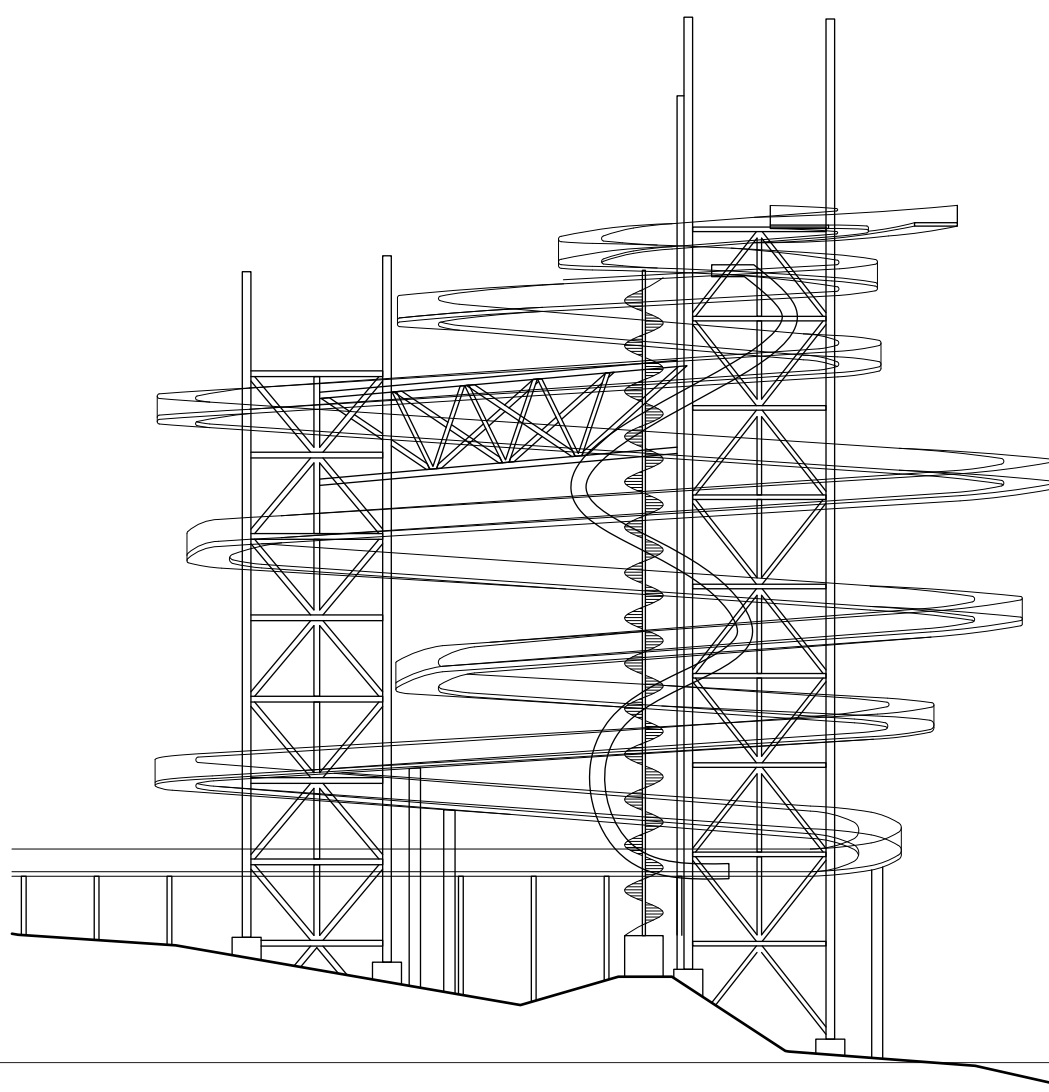
Franek Architects, Sky Walk, 2015
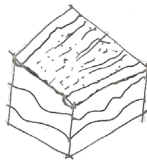
0   5   10   20

Sir Anish Kapoor and Cecil Balmond,
Arup Group, ArcelorMittal Orbit, 2012

0   5   10   20

Tarmac

Gravel

Cobble
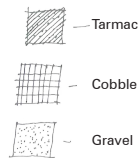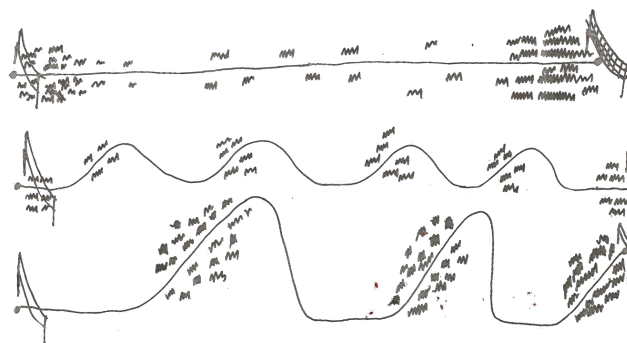
Elevation (m.)

4,000

0

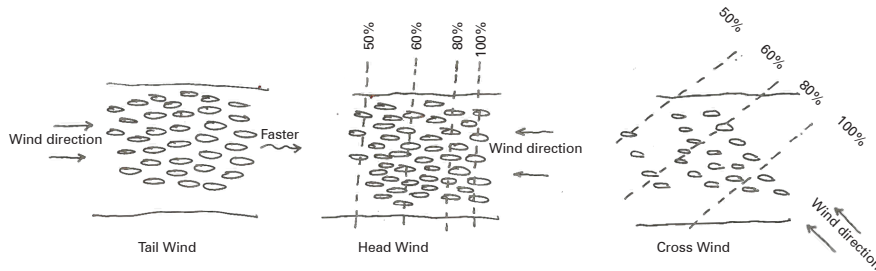1 2 3   11 12 13 14   19 20 21

Distance (km.)

Road Surface Mapping Diagram

Flat stage

Hilly stage

Mountain stage

Audiences Position Mapping

50% 60% 80% 100%

50% 60% 80% 100%

Wind direction

Faster

Wind direction

Wind direction

Tail Wind

Head Wind

Cross Wind

Wind effect on Peloton formation

1 km. before finish line

Speed and formation control

Peloton

Breakaway

Slower that average speed

Each team start to form a leadout formationfor sprinting

Neutural Zone

Breakaway

Feed zone

Flamme rouge (Sprinting zone)
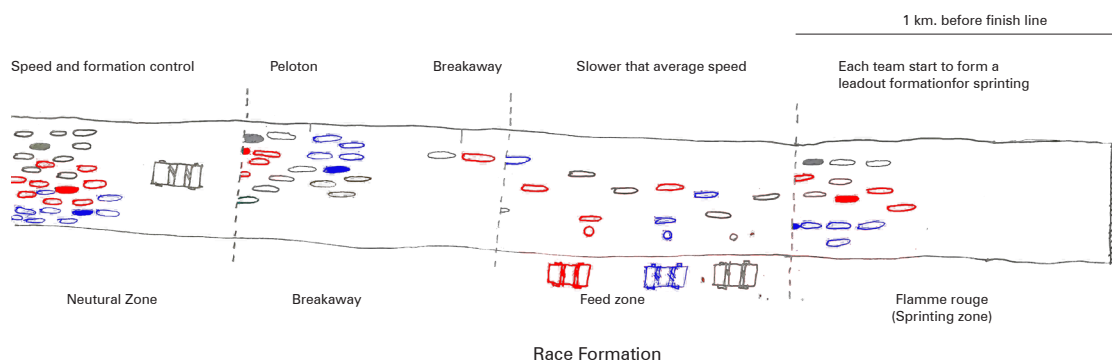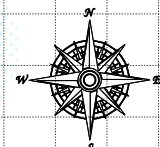
Race Formation

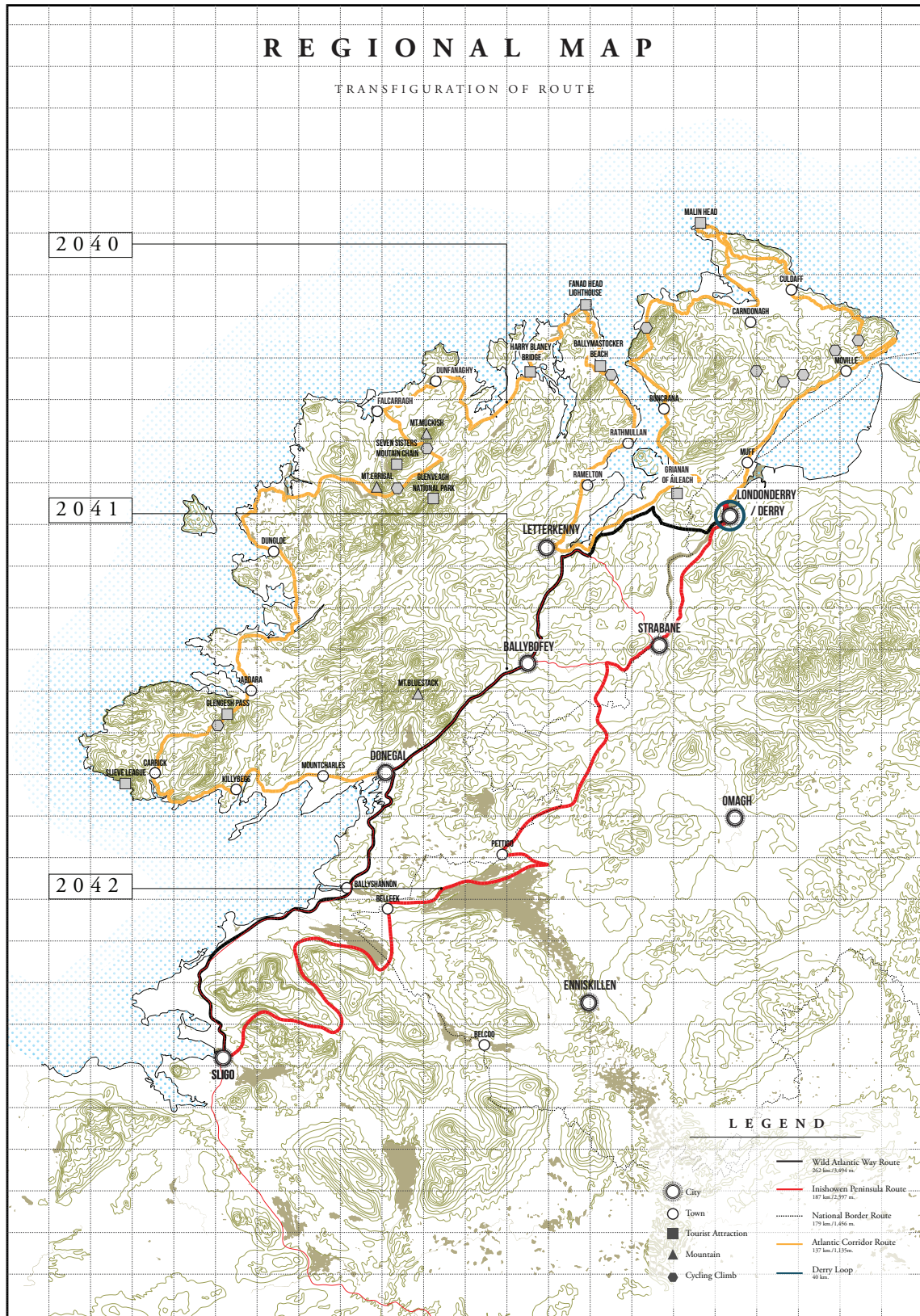First sketches

Project

Description

The architect in this scenario operates in three roles. Firstly, as an event planner, the project strives to understand Irish landscape qualities and demarcates the route corresponding to these qualities to physically challenge the racers and visually promote the region and the country. The Tour of Ireland consists of 21 stages including seven flat courses, seven low hill courses, five high hill courses, and two time-trial courses. Beginning in Dublin, the route goes anti-clockwise around the island through Northern Ireland, before eventually returning to Dublin. The project's specific focus is the region of Donegal, which in many ways contains all of the country's different landscapes in one region. The project encourages the county of Donegal to be presented as an inevitable part of the Tour by offering multiple routes with varying characters of topography including two high hilly courses of the Inishowen Peninsula which promotes the northerly point of the island and the Wild Atlantic Way which advertises the starting point of the longest defined coastal touring route in the world; a flat course through the primary national roads which advocates the newly constructed highway called the Atlantic Corridor; and a political course across the border which promotes diplomatic relations between the two Irelands. Secondly, as an infrastructural planner, the project looks to enhance the spectator's physical experience of watching the cycling race by providing multiple and different platforms. In the existing bicycle race, the physical spectator's experience is limited by angle, time, and location. The project selects stage 10 from Letterkenny to Donegal, the longest and the highest elevation gained, to explore these landscape qualities. The Knockalla mountain, one of the hills along the course, is selected to explores the possibilities of using different height and locations of the terrain to heighten the spectator's experience. From the nexus of watchtowers that are interconnected with the pedestrian trail, the project offers various focal points and angles from different platforms in which spectators are allowed to relocate, expanding the watching experience without affecting the race. Lastly, as an iconographer, the project uses architectural language as a tool to construct iconographic scenes with various landscape conditions as a backdrop. On the highest watchtower, spectators who arrive early can experience a bird's-eye view that offers a narrowed perspective of approaching racers from a distance. At another tower, spectators can experience the panoramic view of the straggled racers within Barthes' epic nature. After racers have passed the first hill, spectators can walk down from the tower and take a short walk to experience the one-point perspective of a close-up view of racers from the roadside. While standing on the bridge, spectators can also encounter the aerial view of the juxtaposition of nature and the racers crossing the line, competing to be the fastest puncher of the day. For those who prefer to have a classic experience, they can set up along the roadside, observing an elevation view of the topographic condition and a glimpse of racers while celebrating the glory of the race.

The project aims to promote the elongation of landscape and infrastructure in multiple ways. As an event planner, while the project uses the resurrection of the Tour of Ireland to reveal the country to the world again, it also uses sporting event as a way to maintain the relationship between two countries, while the current political situation of Brexit is still indeterminate. As an infrastructural planner, the project promotes the elongation of sports infrastructure beyond the short time span of a specific event, providing structures that have a longer lifespan and more diverse set of uses. Here, the post-race period is put into consideration. The sports infrastructure can transform to serve other purposes that contribute to the Wild Atlantic Way. The touristic improvements of the region will balance the current economic development of the country and also accommodate new expected incoming inhabitants and tourists. Finally, as an iconographer, the project use the bicycle race as a catalyst to present a new and meaningful interpretation of the landscape culturally and technically, to change the way people see the landscape from a background to a representative artefact of the country.
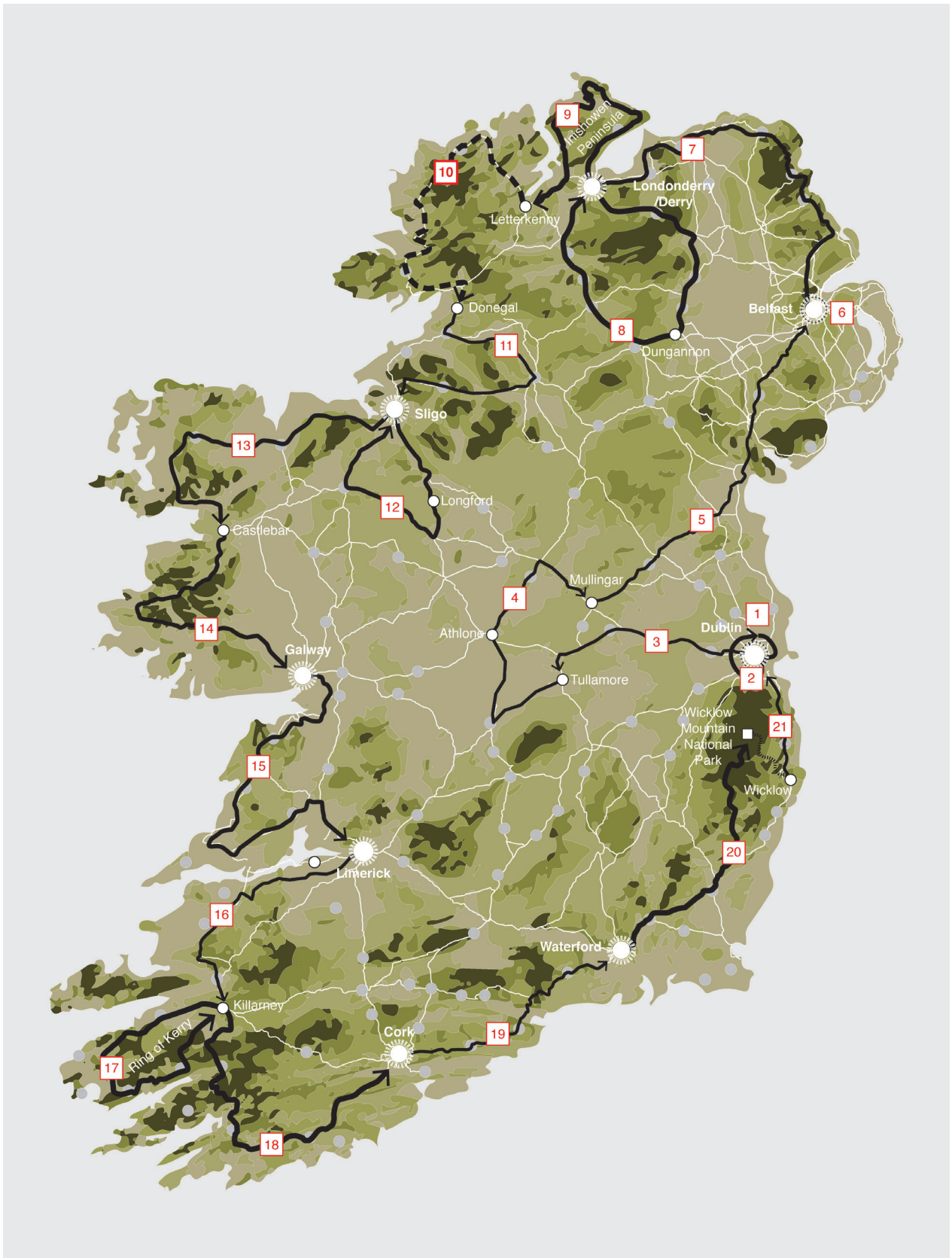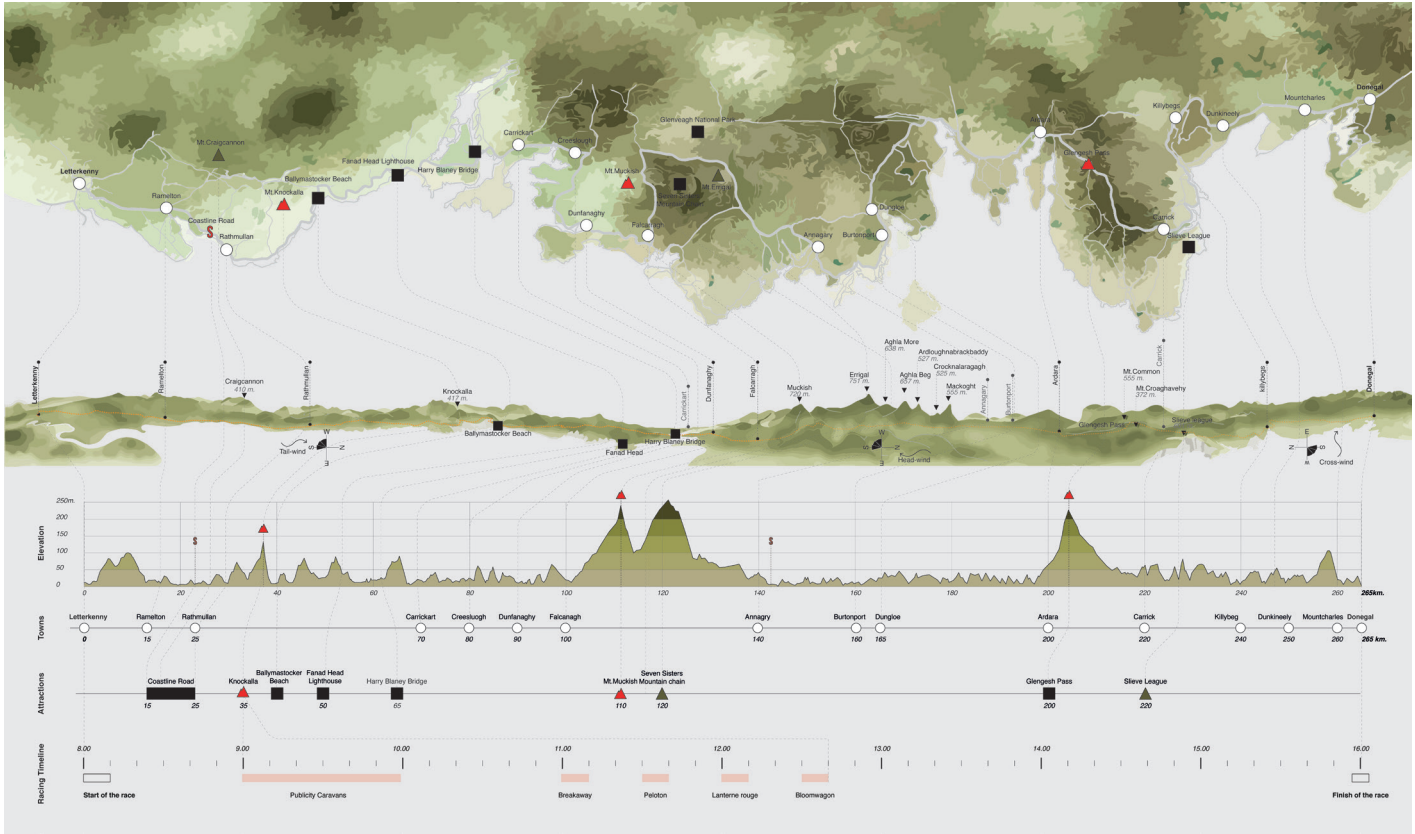
3500KM TOUR OF IRELAND 2040

TOUR OF ARCHITECTURE

INISHOWEN PENINSULA

LONDONDERRY

LETTERKENNY

DONEGAL

BELFAST

DUNGANNON

SLIGO

LONGFORD

CASTLEBAR

MULLINGAR

ATHLONE

DUBLIN

TOLLAMORE

WICKLOW MOUNTAIN NATIONAL PARK

WICKLOW

GALWAY

LIMERICK

WATERFORD

KILANEY

RING OF KERRY

CORK

LEGEND

Route Character
Flat
Hilly
Mountain
Time Trial
City Node
Small Town
Ocean

GUINNESS ORIGINAL

KILLARY SALMON

cycling ireland

BRITISH CYCLING

TULLAMORE DEW — IRISH WHISKEY

Fáilte Ireland

CLASSMENT BY STAGE

STAGE 1 DUBLIN LOOP 150KM, 1700M	STAGE 2 DUBLIN CIRCUIT 40KM, 500M	STAGE 3 DUBLIN - TOLLAMORE 140KM, 500M	STAGE 4 TOLLAMORE - MULLINGER 16KM, 700M	STAGE 5 MULLINGER - BELFAST 190KM, 1200M	STAGE 6 BELFAST LOOP 190KM, 500M	STAGE 7 BELFAST - DERRY 20KM, 1500M
1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST
STAGE 8 DERRY - DUNGANNON 200KM, 2300M	STAGE 9 INISHOWEN PENINSULA 190KM, 2400M	STAGE 10 LETTERKENNY - DONEGAL 230KM, 3500M	STAGE 11 DONEGAL - SLIGO 160KM, 1300M	STAGE 12 SLIGO - LONGFORD 200KM, 1600M	STAGE 13 SLIGO - CASTLEBAR 230KM, 1700M	STAGE 14 CASTLEBAR - GALWAY 215KM, 1500M
1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST
STAGE 15 GALWAY - LIMERICK 230KM, 1800M	STAGE 16 LIMERICK - KILANEY 160KM, 1100M	STAGE 17 RING OF KERRY 190KM, 1500M	STAGE 18 KILANEY - CORK 220KM, 1900M	STAGE 19 CORK - WATERFORD 160KM, 1100M	STAGE 20 WATERFORD - WICKLOW GAP 175KM, 2600M	STAGE 21 WICKLOW - DUBLIN 140KM, 1000M
1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST	1ST 2ND 3RD CLASSMENT GENERAL 1ST

Island Map

Tour of Ireland Poster

REGIONAL MAP

TRANSFIGURATION OF ROUTE

2040

2041

2042

MALIN HEAD

CULDAFF

CARNDONAGH

MOVILLE

FANAD HEAD
LIGHTHOUSE

BALLYMASTOCKER
BEACH

HARRY BLANEY
BRIDGE

BUNCRANA

DUNFANAGHY

RATHMULLAN

MUFF

FALCARRAGH

MT.MUCKISH

SEVEN SISTERS
MOUTAIN CHAIN

RAMELTON

GRIANAN
OF AILEACH

LONDONDERRY
/ DERRY

MT.ERRIGAL

GLENVEAGH
NATIONAL PARK

LETTERKENNY

DUNGLOE

STRABANE

BALLYBOFEY

ARDARA

MT.BLUESTACK

GLENGESH PASS

OMAGH

DONEGAL

CARRICK

SLIEVE LEAGUE

KILLYBEGS

MOUNTCHARLES

PETTIGO

BALLYSHANNON

ENNISKILLEN

BELLEEK

BELCOO

SLIGO

LEGEND

City

Town

Tourist Attraction

Mountain

Cycling Climb

Wild Atlantic Way Route
262 km./3,494 m.

Inishowen Peninsula Route
187 km./2,997 m.

National Border Route
179 km./1,456 m.

Atlantic Corridor Route
157 km./1,135m.

Derry Loop
40 km.

Regional scale map   Route Transfiguration

Island Map   Tour of Ireland route

Regional panorama diagram   Route analysis

Isometric   View analysis

Perspective   Bird's-eye view

Perspective   Panoramic view

Perspective

Aerial view

Perspective   Human view

Perspective   Elevationa view

Parking

Tower A

Tower B
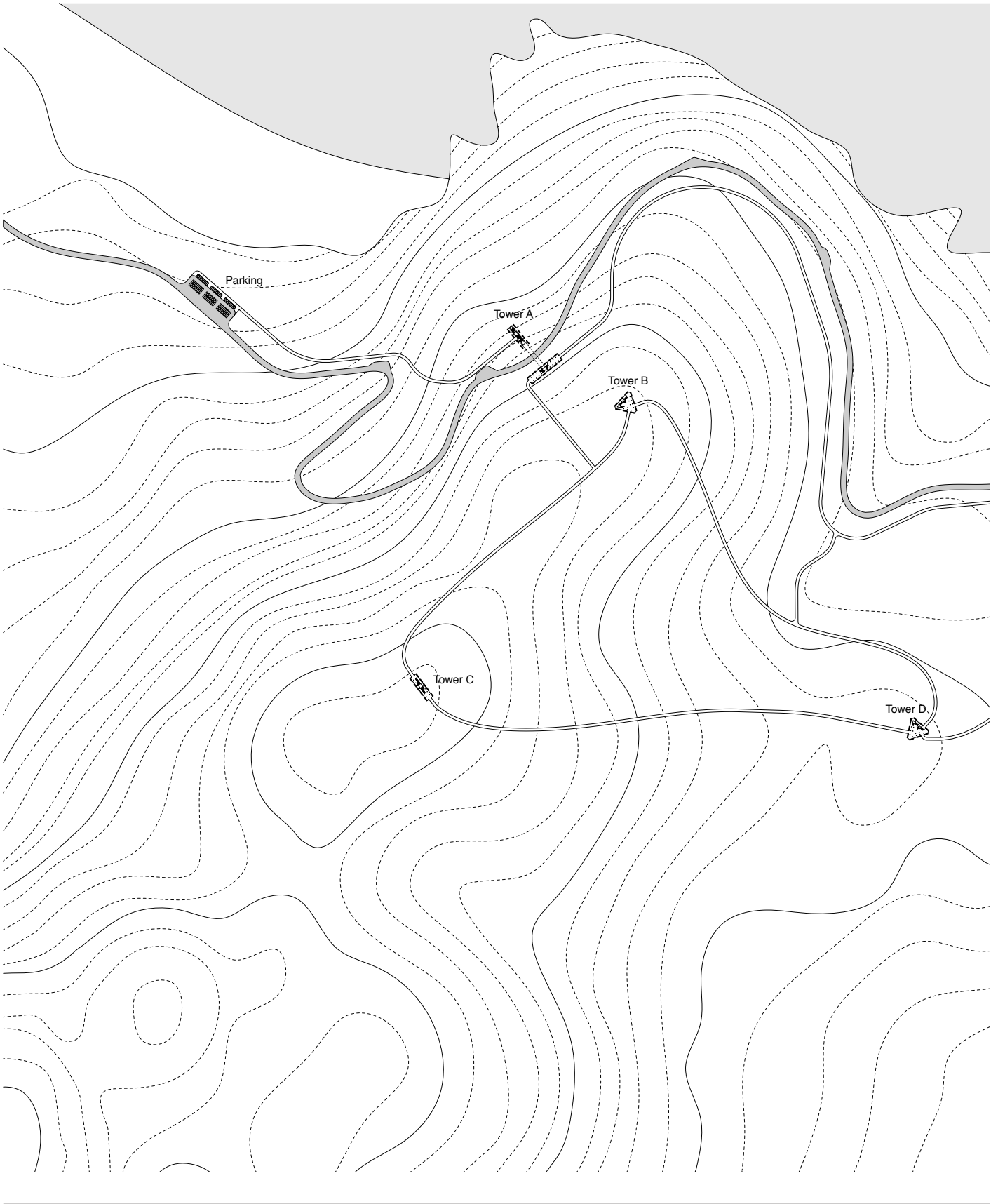
Tower C

Tower D

Site plan   Data from Open Street Map, 2018
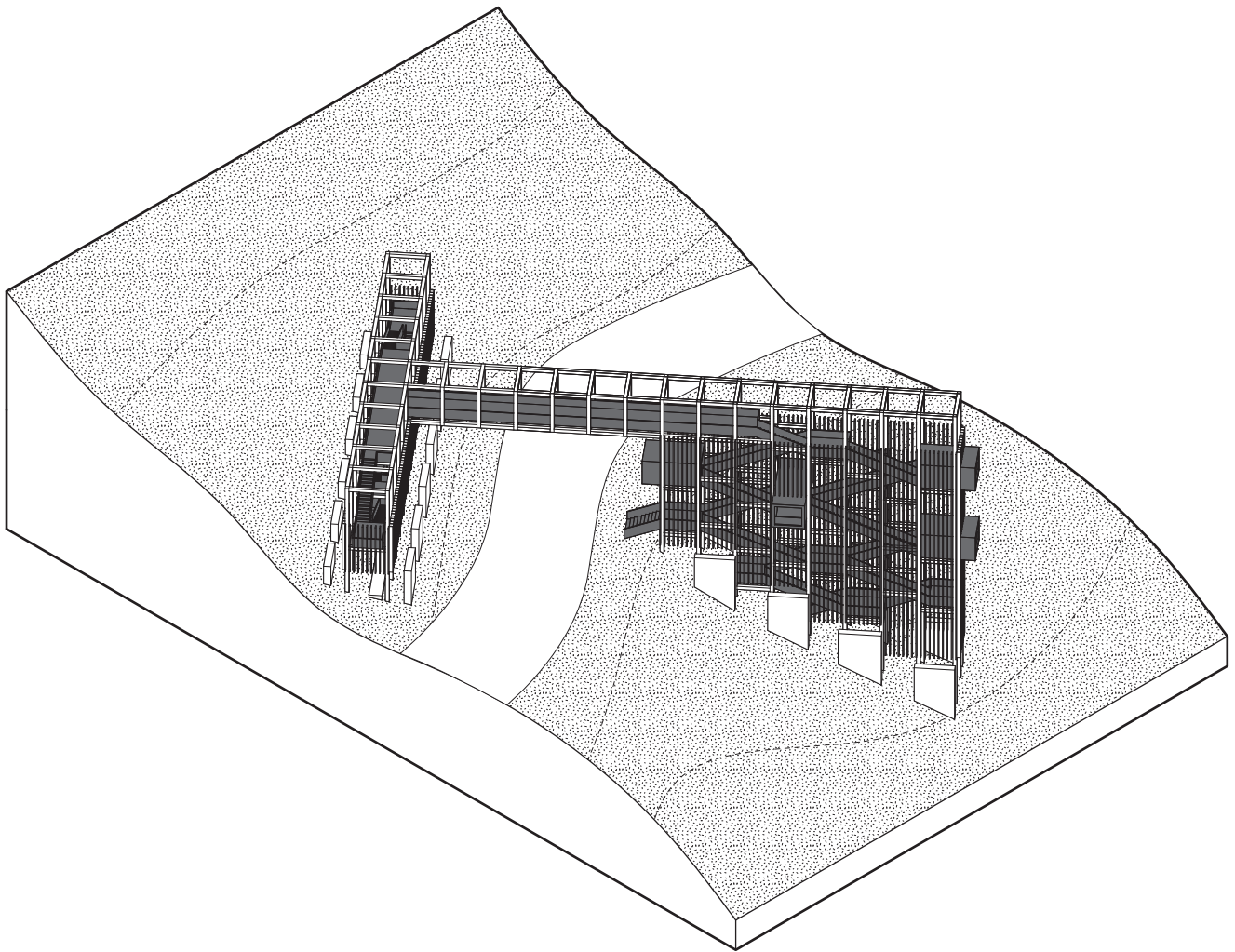
Isometric   Tower A
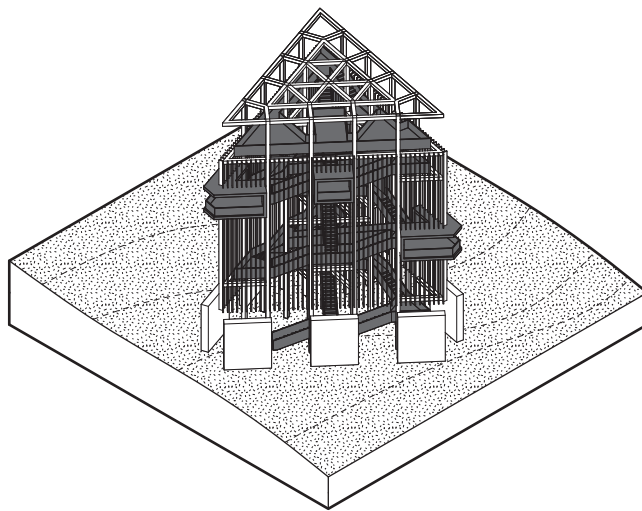
Isometric   Tower B
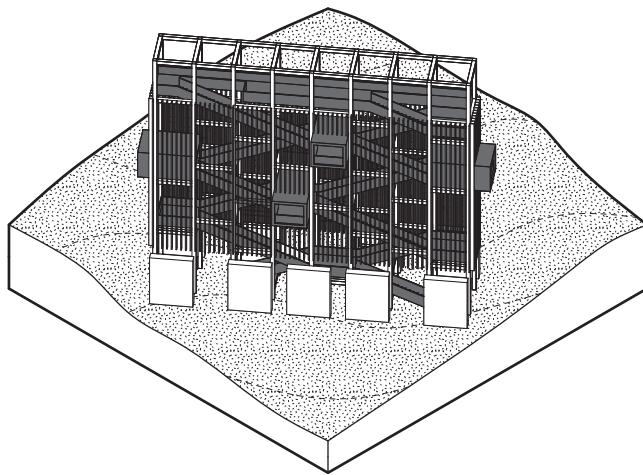
Isometric   Tower C
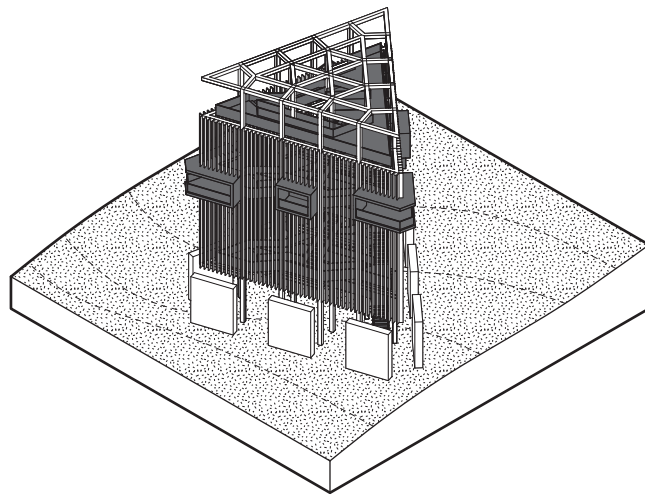
Isometric   TowerD
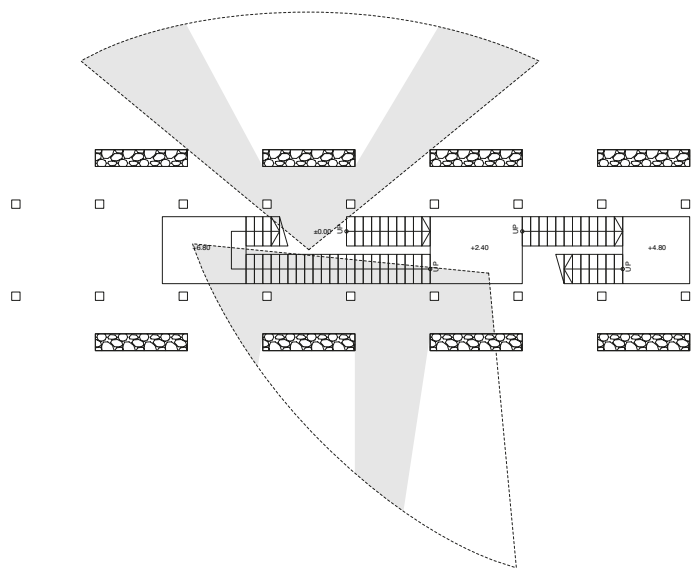
First floor plan with visibility analysis   Tower A

+19.20
UP
+21.80
+19.20
UP

+19.20
UP
+12.60
+15.00
DOWN
+9.20
UP
DOWN
+13.00
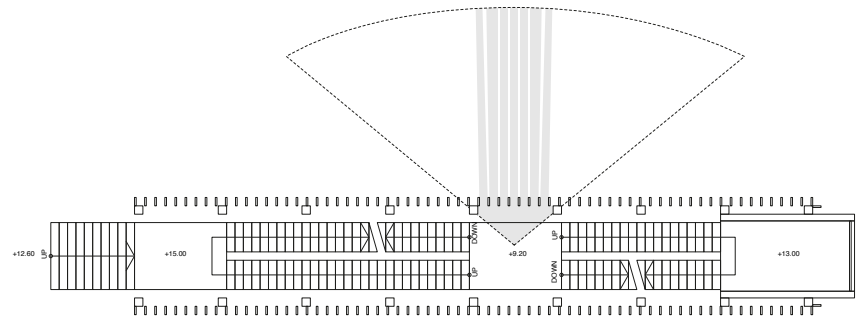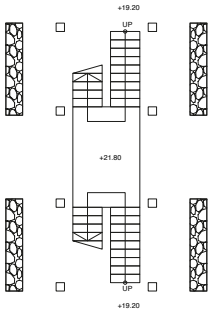
Second floor plan with visibility
analysis

Tower A
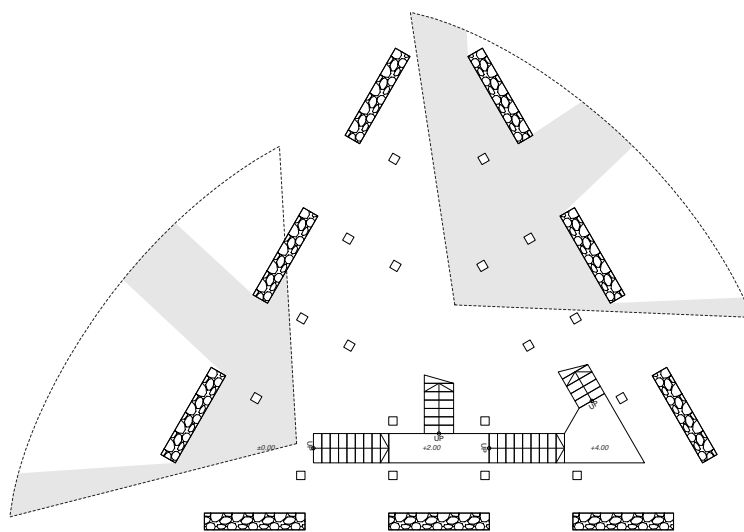
Third floor plan with visibility analysis   Tower A

+27.40

+31.20

DOWN +31.20
+31.20

DOWN +31.20

+27.40

+31.20
DOWN

+28.40
DOWN

+24.60
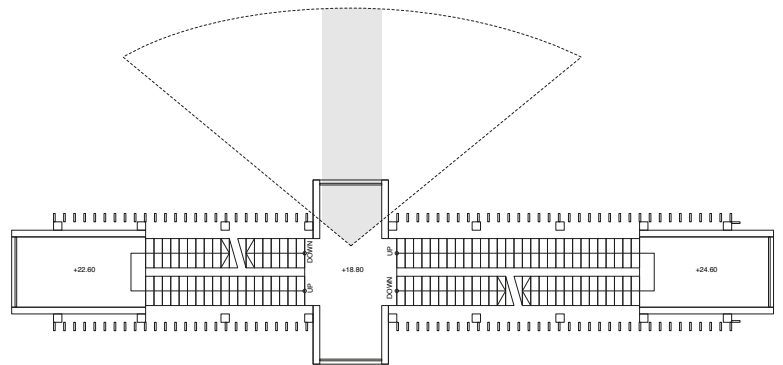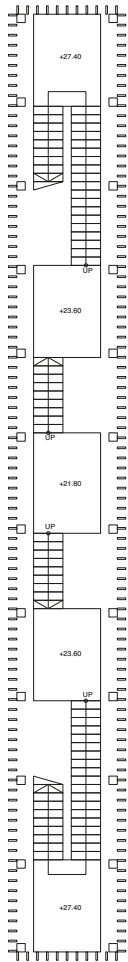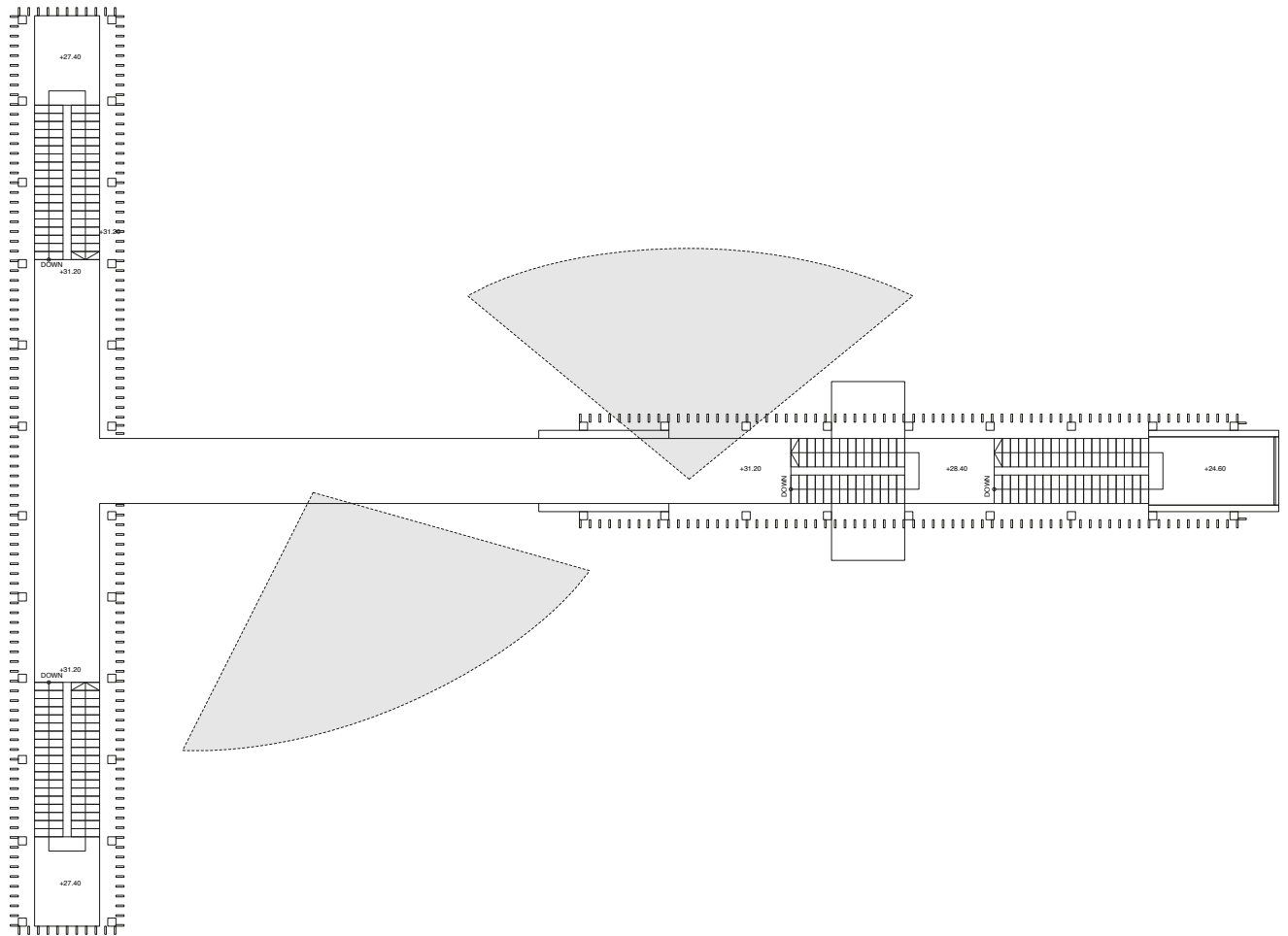
Forth floor plan with visibility analysis   Tower A
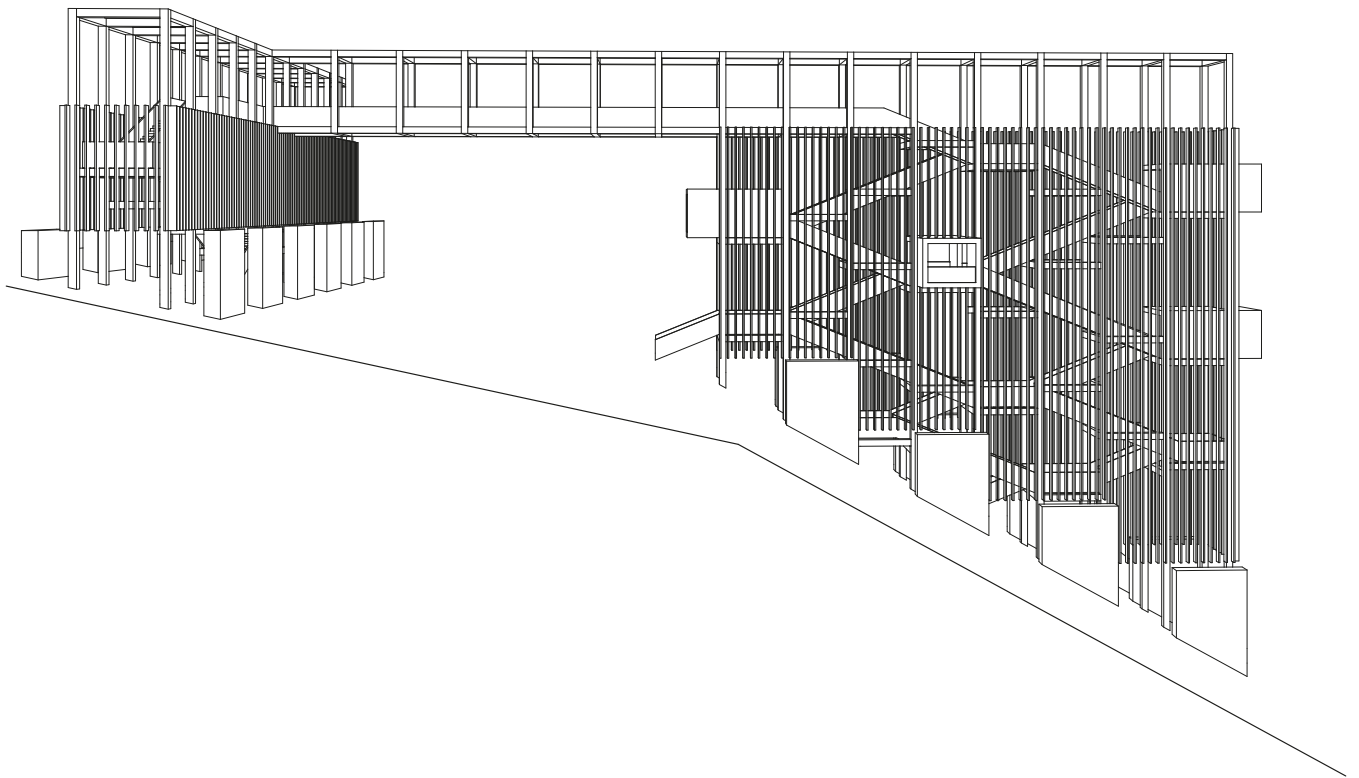
Elevation   Tower A
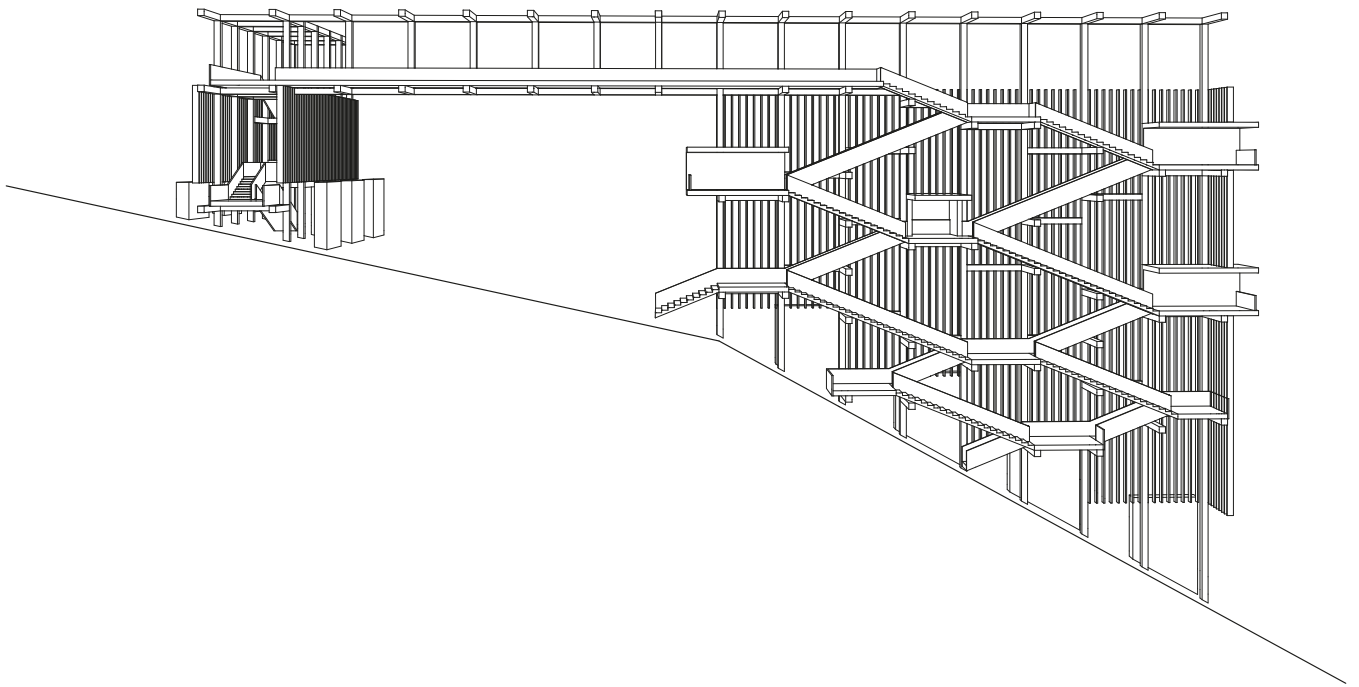
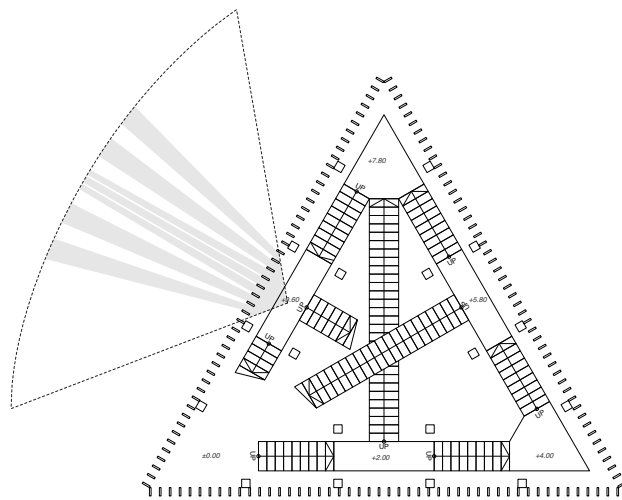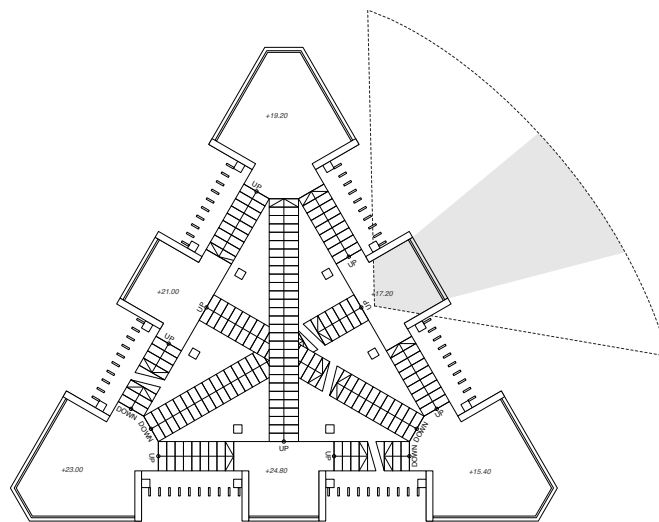Section   Tower A
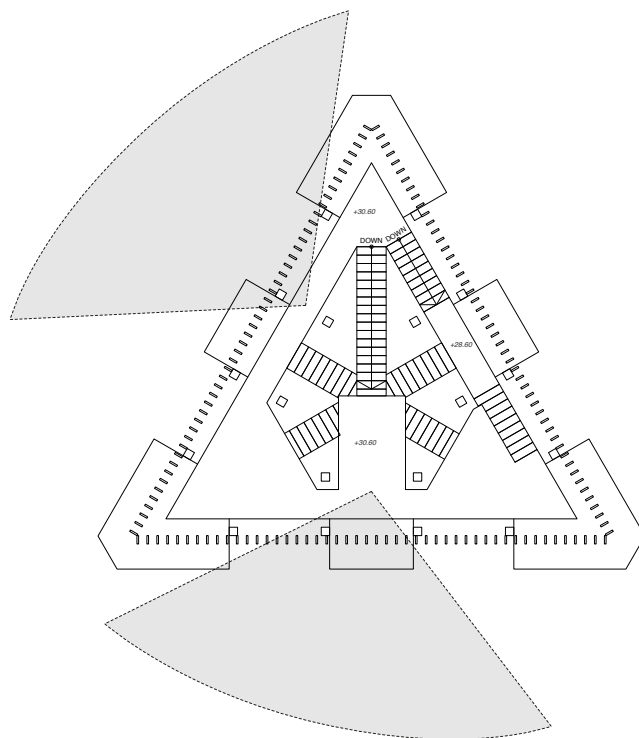
First floor plan with visibility analysis　　　Tower B and D

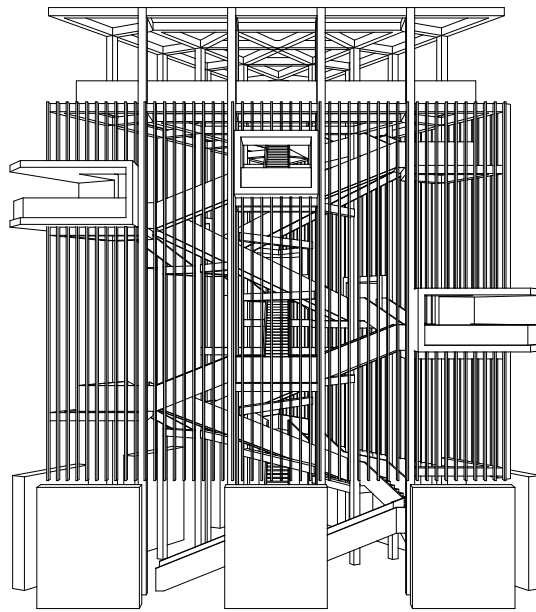Second floor plan with visibility
analysis

Tower B and D

+19.20

+21.00

+17.20

+23.00 +24.80 +15.40

Third floor plan with visibility analysis　　　　Tower B and D

+30.60

DOWN DOWN

+28.60

+30.60

Fourth floor plan with visibility analysis   Tower B and D

Elevation   Tower B and D

Section   Tower B and D

±0.00 +4.00 ±0.00

+8.00 +14.00 +10.00
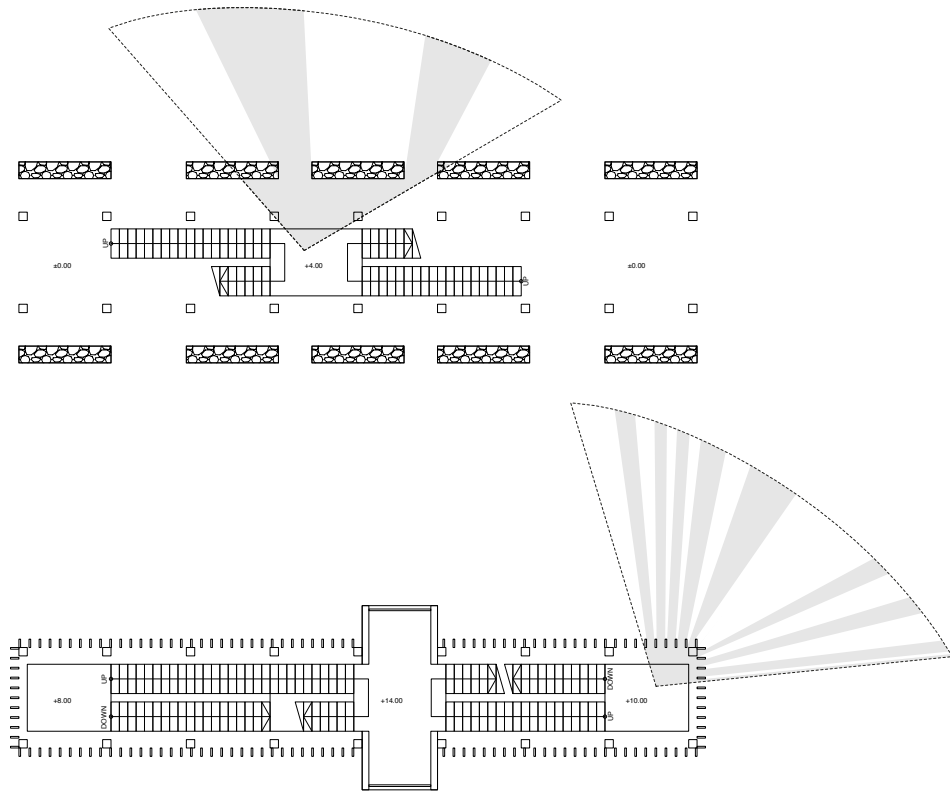
First and second floor plan with   Tower C
visibility analysis

+20.00 +24.00 +18.00

+28.00 +30.00 +30.00

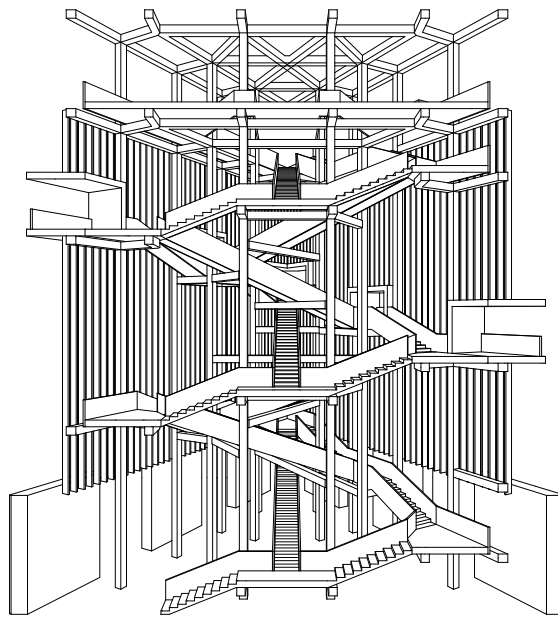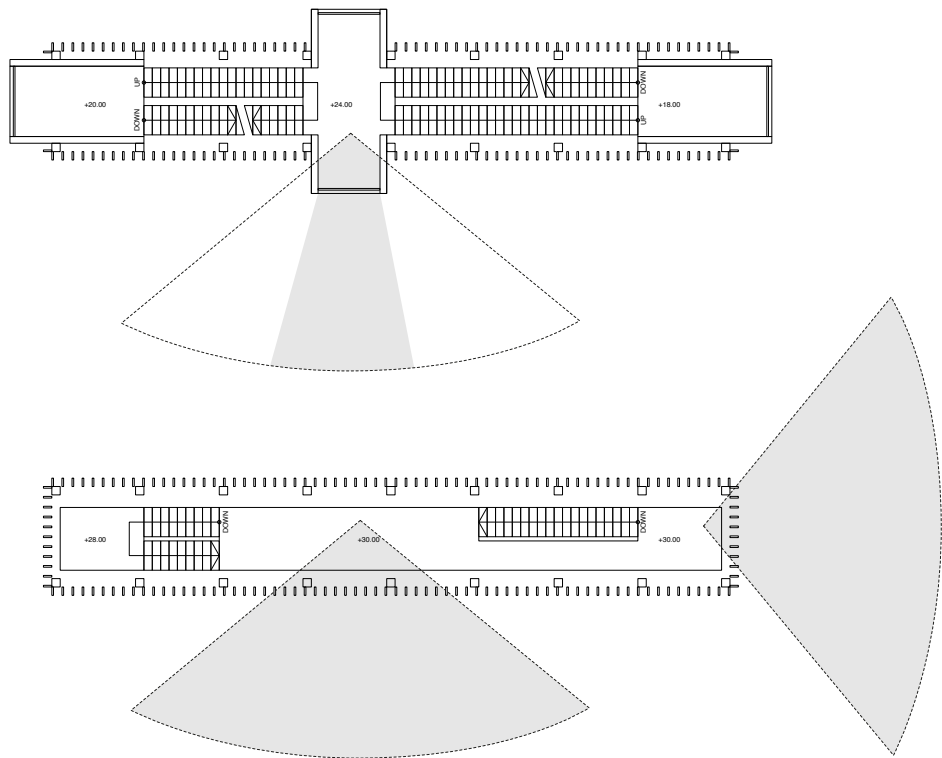Third and fourth floor plan with
visibility analysis

Tower C

Elevation   Tower B and D
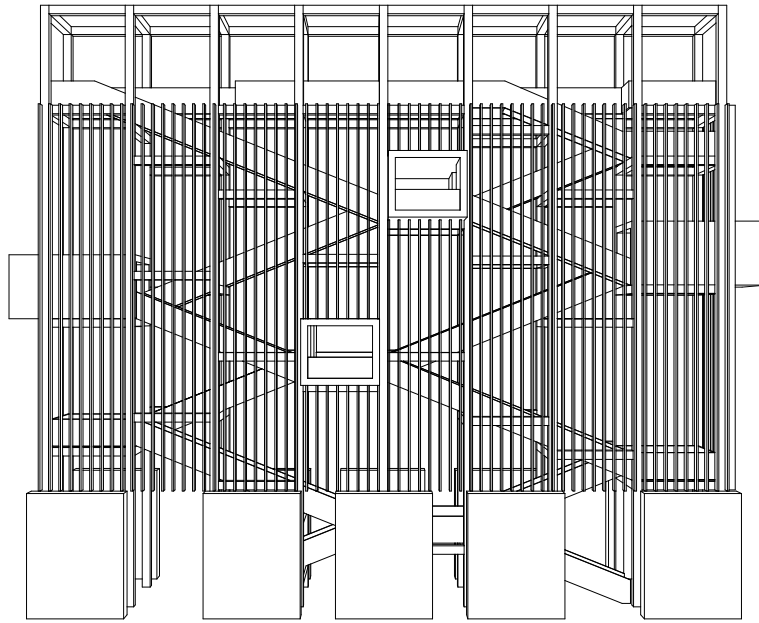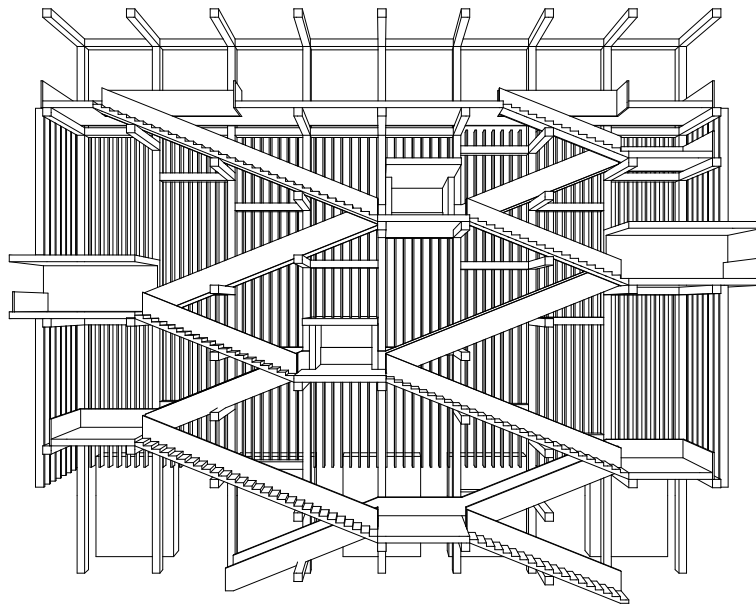
Section   Tower B and D

Expert Interviews

Name
Stefan Aspers

Title
Director Commerce & Marketing,
Movico B.V.

Date of conversation
27 August 2018, Delft, The Netherlands

Biography
2011–Present
Director Commerce & Marketing at
Movico B.V.

2006–2010
Manager operations & Projects at
Movico B.V.

2000–2006
Project manager at Movico B.V.

Relevance
Movico is an internationally operating
specialist in the field of mobile event
marketing. In addition to the marketing
events, Mocico partners with organ-
isers such as the Tour de France, Volvo
Ocean Race, Dakar Rally, Giro d'Italia,
World Cup Skiing and many more
sports event organisers and sponsors
around the globe with a large fleet of
temporary facilities like hospitality,
press units, mobile offices for organ-
isers, stages, media centres, etc.

*What is the role of Movico in bicycle
race?*
Most of the projects we work directly
for the organiser / owner of the pro-
fessional cycling event. Sometimes we
also work for media partners present
on site to broadcast the cycling event.
On an irregular bases we also work
for commercial partners (sponsors) or
professional cycling teams to activate
their brand via mobile event marketing
(roadshow) or facilitate whatever they
need to move on a daily basis from
event location to event location.

With our 25 years of experience at
sports events we understand the logis-
tics and operational challenges of the
event production. With our extensive
fleet of expandable trucks (transform-
ers) and our experienced crew we are
able to create in a blink of an eye e.g.
the start zone and / or finish line of a
sports (cycling) event which takes place
on a temporary event location, even at
extremely difficult locations as in the
mountains. Think about solutions as a
mobile finish arch, the presentation and
/ or ceremony stage, press units for
media partners for their live coverage
of the race, media area, VIP hospitality
venues, workplaces for jury / officials

/ medical support etc etc.. So Movi-
co's role can be consultant for (future)
organisers of cycling events (imagine a
region considers to host a World Cham-
pionship or a Grand Depart of the Tour
de France and they need some advice
about the dynamics, lay out, solutions
for the temporary event locations).
Movico is the partner / supplier of the
sports event structures needed on site
to create a consistent event scenery,
everyday everywhere. Movico takes
care of the logistics and operations of
the event structures during the entire
event.

*What are the service components by
Movico?*
 – Consultancy
 – Project Management; coordination
from A to Z, single point of contact
 – Logistics Management; feasibility
study, tour & event planning, organ-
isation of all necessary documents,
permits etc.
 – Rental of the facility = mobile event
structure
 – Customisation of the facility as in
interior fit out (furniture, sponsor logo's
etc) and exterior branding (sponsor
logo's, flags etc)
 – Crew for logistics & operations;
crew takes care of transport, set-up
& dismantling, installation & cleaning,
support on site
 – Aftercare, storage of event items,
periodic evaluations.

What is the timeline of the event?
 – Inventory of specific needs to come
to a quotation; 3 months before the
start of the event
 – Preparation of the event structures; 1
week before the start of the event
 – Departure to the 1st event location;
depends on location and distance,
varies from half a day to a week before
the start of the event
 – Execution of the event; variable
– Transfer / return trip to Movico;
variable
 – Aftercare; max 2 days after arrival at
Movico
 – Evaluations; within max 2 weeks
after the event

*Is there any permanent structure in
bicycle race?*
Depends on the chosen event location.
Sometimes there's a congress centre
close by which is being used as HQ of
the race and media centre.

*How you deal with the logistic planning
of the stages?*
As soon as the event locations (start
and/or finish) are available a feasibility
check is being done by our Logistics
Team, taking in account average speed,

infrastructure (flat roads, mountains
etc), eventual driving restrictions,
challenging circumstances, potential
weather conditions etc.. Outcome is
a detailed tour planning containing
all logistic information to execute the
event (distances, manpower, necessary
documents, cost for ferries, flights etc)
Location check; for each event location
the organiser will share a lay out of
the location. In case of questions we
liaise with local organiser to get things
clear. If necessary or on demand of
the organiser we plan site visits for an
inspection.

1 week before the departure of the
structures from our warehouse the
crew gets a briefing including all
necessary and relevant logistic infor-
mation. During the event there will be
a daily update with latest information
about the transfer to the next locations
including weather conditions etc..

*Is there any architect who responsible
to design bicycle race facilities in the
company?*
In our rental program, as we act on
market demand, we try not to predict
market demand but try to understand
the evolution of sports event itself
from different views. For example, on
the subjective vip hospitality and take
in account about technology on how
events are being broadcast by media
partners either the requirements or
restrictions from the venue owners
which are the local authorities. If we
see a treat like limitation of available
space at temporary event location, that
could be an ingredient that we have
to take in account when we are going
to develop new structures. Those new
structures are not really an architect
job but it is a creative process we go
through to understand the logistic
requirement and limitation, innovation,
and technology aspects. In addition,
the operational site, which mean that
we would like to be able to set it up
fast dismantle it quickly. Time to setup
and dismantle save working condition
for our crews and for people who will
access and use our facilities. Those
criteria are elementary to develop new
structure. If compare to a chef in the
kitchen, we transform these ingredients
into a receipt and then we going to
make it. In these making process, either
we do it ourself or we hire an expert on
that because we do not have an indus-
trial designer or engineer in our team.
To conclude, we will develop new
structures in the case that the existing
structures do not meet the client's
requirement or we see the potentiality
from the market. So there are two way
either base on customer demand or the
market demand.

What about the venue layout?
Normally the event organiser is take responsible to create the layout of the event. As the facilitator, we provide the components or the event and also being a consultancy for the organiser if needed.

Except the start and finish venues, is there any support facilities along the course?
From the commercial partner, because all sporting events are commercialise, the start and finish areas are the most interesting spot to brand. Especially the finish line, it has to maintain its look and feel of the event. So the main responsible for the organiser is to take care proper event's branding on each venue. So these area are the most important area particularly for cycling. Along the race course, there are some facilities. For example, the mountain stage has an opportunity to create some extra atmosphere. The Tour de France organiser have their restriction when they plan the route through a landscape. They do not allow any other commercial parties to exploit these areas. In addition, we have vip hospitalities not only in the start and finish venues, but we also have a vip pavilion with an animation along the race course. Also the fan zones where the commercial partners do some brand activation. Movico do not provide the barrier.

Does the company has the strategy to provide the support facilities in the most interesting parts of the race beside the finish and start venue like key mountains, cobble roads?
Yes, we already discuss with commercial partners and they also would like to do it. However, there is limited space for some area, for example, on the mountain. Although, the mountain has a potential to commercialise, it is challenging from the logistic organisation's point of view. In addition, you only able to create space for only 50 to 200 people. Imagine we you have a hospitality, it not only the unit, but also the following infrastructure like the toilets, the sewage system, the power supply and you have to provide the parking area for the vip. In this footprint for doing pavilion for 50 people cannot interested the commercial partners. But it is possible to provide hospitality in the stages that really interesting and attracting. For example, the hairpin which attract lots of audiences and also locate close the the hotels. In these point, it is possible to provide hospitality for 100 or 200 people.

Do you think should these points should be provided with the permanent structures?
Yes, for example they use the hotel on the summit to do the vip program. For the commercial partners, they want the vip program to invite their guests to be in the real race experience like being in the most interesting spots or being in the team car but yes, there are some potential about providing permanent structure along the race course.

During the Tour de France, what do you think is the most challenging aspects of being the facilities provider?
There are some challenging in the logistics from this recent years that the Tour increase the distance of each stages. Although we can dismantled very quickly, we are limited by the speed limited and driving hours. The other thing is the topography in the mountain stages. We need the calculation for the structure so we can ensure that we are able to set up the facilities on the steep slope of the mountains. Another thing is that the volume of the thing you have to transport from one finish venue to another is increasing. The most challenging as a facilities provider is that the race the most important thing in the Tour de France, so the organiser will not adapt to other organisation but the other way round. And the organiser need all race components to be able to host everywhere in France especially the small villages in France's countryside. So this is the thing that we need to adapt to.

What do you see the different between three protagonist grand tours?
There is not much different of the facilities between the three grand tour but the media attention is different. The Giro and the Vuelta is similar in size but there is nothing that can compare with the Tour de France. The number of professional riders attend to the race are not different between the three grand tour but the number of media and market attention to the Tour de France is ten time higher than the other two. All of these cause by the French owner of the Tour de France. They successfully know how to marketing the event. It is a stable and professional organisation with at least 200 employees behind the Tour de France. Also, the economic of Italy and Spain are not as strong as France, so the involvement of the sponsorship that can guarantee a long-year event are different.

What do you think about the artificial race course?
Cycling has something heroic. It is a man to man flight on the bike and they have to conquer the elements not only each other but also the elements the world created like those mountain stages, descending in heavy rain, sprinting in 35 °C and dealing with wind. Of course all of these can artificially made, but if they are going to climb Mt. Ventoux or others famous mountains for the Tour, these are something tradition. Imagine if there is one you professional cyclist want to win the Tour de France, he would like to climb Mt.Ventoux and not to climb the artificial climb. Cycling is one of the major sports in the world which is easily accessible by fans. If we have layout of one of the race venue. They always keep in account that one side of the road is for the organiser/media and commercial partners and in the other side of the road, opposite the vip hospitality is the fan zone. It is freely accessible for the cycling fans. So this is an aspect why the cycling is so popular and attract lots of people to the venue.

How cycling event attract the audience although the rule how to win the race is complicated?
Cycling is being used to promote the country, the region, and the city. The department of Tourism using cycling event to promote their country. To host the event is to promote the country rather than generate the public interest. Last year we went to Israel with Giro d'Italia as a Grand Depart. There was one stage that was really busy and crowded., but the other two stages were limited people. We were relatively involved in the bidding process to host the Grand Depart in London in Tour de France 2007. The bid was not only to host the event but also roll out the program to stimulate British people to use their bicycle. The involvement of cultural and educational programs are attracted the organiser. Tour de France started in Yorkshire couple years ago, now there is Tour of Yorkshire. As same as Dusseldorf that become Tour of Germany. This is a kind of a legacy event. On one side, to start the grand tours abroad can generate lots of money, but it also a mechanism to promote cycling. In Tour of Flanders, the organiser change the layout of the course making a loop around the iconic climb so they can make a vip zone which people need to pay no access this area.

Name
Thienthai Sangkhaphanthanon

Title
founder and editor in chief of
Duckingtiger.com

Date of conversation
9 August 2018, Bangkok, Thailand

Biography
Thienthai has created this website 6 years ago out of his passion for road cycling, and the lack of quality cycling media in Thailand. He has been an avid cyclists since he was 10 years old. he was intrigued by the beauty and complexity of professional road racing. he believes cycling is the best sport in the world. The beauty, the tragedy, the man, the machine, the culture - all of these make for a deep and insightful sport rarely seen in other fields.

Relevance
Duckingtiger is Thailand's no.1 road cycling website that publish meticulously detail of cycling sport.

What is the interest of watching professional road racing?
Profesional road racing on the surface can look very boring. You start with a group of 200 cyclists going from point a to point b as fast as possible but they ride together in group. So from an outsider perspective this may look like watching a paint dry, with a dramatic sprint in the last 2 minutes of racing (out of may be 3-4 hours).

However, road racing is extremely tactical. The 'game' has certain pattern to it, which require some basic understanding from the viewer. These tactical side is what make the race interesting. Cycling is essentially a 4-6 hours of war of attrition. Competitors save their energy for the critical moment where they launch and attack to distance themselves from the group. This might be a solo attack, or a group attack. It might be 85kms from the finish line, or the last 200 meters. Out of 200 competitors there can be only one winner each day. The uniqueness here can intrigue the viewer in so many ways.

Which type of race is most appealing?
Typically, a one day race is more interesting since the outcome is decided by the end of the racing day. This can result in some very intense tactical moments within the race which is gripping. Stage racing—a consecutive day effort of accumulating the shortest time to finish all the stages, on the other hand, is more long-winded and won't have critical highlight everyday.

Which parts of the stage are most interesting?
Usually the key climbs where rider launch decisive attack. This tends to come in at the 3/4 of the race.

What are the difference between physically and visually watching the race and which one is more pleasure since spectator can only see the cyclist of seconds by watching at the actual location?
On site live race is always fun to watch. However it can be rather short live as well since road racing by nature is going from point a to b - the distance usually cover 180+ kilometers and the rider will speed pass you very quick. You can wait all day and only catch the rider for 3 seconds top.

If the race is a circuit loop, you will have to wait until they come around again. If it's a stage race, if you don't follow the race from point to point, that 3 seconds window is all you will see in a day. You go to live race for atmosphere to get the feel of the race and the place. If you want to watch everything the race have to offer, watching live broadcast is more comprehensive.

Which part of professional road racing in the most important and Indispensable beside from the racers?
The final act. The decisive moment. This can be the final climb or the sprint to the finish line. It's difficult to break down race components and give them ranking. A climax climb will not be interesting if it doesn't have slow start. Watching a bicycle race is like watching a good movie. Any good movie follows the same format - Introduction/Conflict/Resolution. It must slowly build up, introduce some conflict (like a strong breakaway), and culminate in the climax (the attack of the strongest riders).

What are your opinions about the professional road racing which are the top 3 famous sporting events of the world following the World Cup amd the Olympic, but does not have any facilities to accomodate spectators at the actual location or this kind of sporting events is mor suitable to watch from other media?
This is asking the wrong question. Road racing by nature cannot be contained in a facility since it's a long distance sport. The whole point of road racing is to determine the strongest winner from a very long hard effort like riding for 4-5 hours consecutively. It's also about terrain and geography. Road racing as a sport is built in such a way that it treasure the uniqueness of the geography the race is based on. The Tour de France wouldn't be a Tour de France if it's raced in Paris Velodrome for 21 days. It requires cyclists to traverse around France to be able to call the Tour de France.

Most cycling race name is based on places and location. From start to finish. This signifies the importance of the location inherent to road racing. For example - Milan-San Remo, (from Milan to San Remo), Paris-Roubaix (from Paris to Roubaix). Geography is part of road racing culture. Without it, the race lose all of its significance.

If one wish to watch bicycle in a facility, there is track cycling for that.

What are your opinions on how to develop the professional road racing in the future?
About the rules, certainly some rules in cycling can be antiquate. The sport is over 100 years old and evolve rather slowly compared to other sports. The most critical part is revenue. Cycling as a sport is not well remembered due to the fact that team structure is based on solely sponsorship.

Cycling teams' name derives from sponsorship name and this can change annually which means lack of loyalty from fanbase since team name changes so often nobody remembers them compared to a longstanding 'club' in football which by itself can become an institution. Football club can generate massive revenue for the fact that it can build up narrative, history, culture gaining fan support year after year even when they are not successful. On top of this strong foundation one can build a solid economic model which allows the sport to evolvde more rapidly.

About the number of racers per team, the rider number in each team is not a problem. More and it becomes dangerous, less and it becoms boring. 8-9 is about right for big races.

About the number of stages, I felt some races are just too long, though as stated above, races become interesting due to the length and the storyline its introduce. One day racing like Classic races are fine for their length. Stage races may be improved by cutting out some stages to give the race more punch and impact in terms of viewability. I would suggest 4 days for famous stage race, and may be 2 weeks for Grand Tour instead of 3.

What are your opinions about an artificial racing courses that are not following the topograhy of the terrain?
This is already existed. It's called track cycling. However, a road racing in proper racing facility like the F1 or motor sport track could also be quite interesting as well and perhaps better in terms of economic well being for the sport as a whole. But again as stated above, road racing is intricately linked with the terrain it traverse. By nature it's difficult to build a 3,000 meters tall mountain to provide and epic cycling track to race, compared to just going through the Alps and the Dolomites. A man made facility will only be able to account for a small type of racing like circuit race and criterium. Most will be a flat race, and that can be really boring.

Name
Gerry Copeland

Title
City Events Manager, City Events Unit, Belfast City Council

Date of conversation
2 August 2018, Bangkok, Thailand

Biography
Gerry has been in Belfast City Council's post, as City Events Manager, for nearly 20 years. In that time he has worked on local, national and international events and festivals.

Relevance
Belfast City Council lead contact in regard to the 2015 Giro d'Italia Grande de Partenza

Were you directly involved with the organisation of the 2014 Giro d'Italia? And What was your role?
Lead project manager on this event for Belfast City Council. This meant the coordination of the Team Presentation and Race Finish areas.

Why Belfast decided to host the 2014 Giro d'Italia?
The key purpose of staging the event was to promote Belfast to a broader European market.

What was the process of hosting the event? And what were the timelines of the event?
 Belfast, along with colleagues in Tourism NI, researched and then developed a bid to host this event. This process took around three years from concept to delivery and post-event evaluation.

What were the requirements and criteria from the Giro you needed to follow?
The event involved set elements that RCS, owners of the Giro, required. This included a reasonable standard of road infrastructure; conference media centre, team presentation area and clearly workable routes inclusive of start and finish locations.

How you prepared the facilities?
All facilities were prepared inline with RCS requirements and guidance. This was achieved via various working groups set-up to deliver the event.

Was Giro d'Italia's organiser provide city council the route and layout of the start and finish points?
No, RCS and local stakeholders agreed the set-up and locations of these items.

Is there any permanent elements on site?
No permanent structures were used to facilitate the start and finish areas.

What do you think is the most architecturally important to the bicycle race?
The routes for the three days of competitive racing were designed to showcase Belfast and its surrounding areas. Thus, the race passed key iconic locations such as Belfast City Hall and the Giants Causeway.

How do you think architecture can enhance bicycle race?
Stunning backdrops and locations can and do enhance major events and this was the case with 2014 Giro in Belfast

How do you think is bicycle race event different from other kind of event?
Many elements of the 2014 race are similar to other major events, with the exception of road closures and traffic disruption.

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Afterword:
Reflection of Project in
Relation to Discourse

The Tour of Ireland is a research design project explore on the new relationship between landscape and temporary sporting event and stretching the lifespan of sports infrastructure through the understanding of the spatial configuration of the support facilities behind the bicycle race. My research question speculates on how infrastructure of a temporary sporting event can have a longer life span and become one of the tools that support the tourism and economic development of the region and the country. To achieve this, I start with the research on the relationship between Ireland and bicycle race and an extensive study of bicycle race organisation and mechanism based on the Tour de France. I structure my intervention into three roles of an architect; as an event planner, as an infrastructural planner, and as an iconographer. As an event planner, I can already imagine the route of the Tour of Ireland from the passion about the bicycle. After research about the topographic condition of Ireland, I found that the condition can be used to promote a specific kind of cyclist who rarely wins the tournament. As an infrastructure planner, I found that there is slightly relationship between architecture and the infrastructure of the bicycle race. Although I noticed that the different experience between the spectator who watches the race on site and from the live broadcast is an issue that leads to the architectural question of how can the intervention resolve the problem. As an iconographer, I found that the essential purpose of the Tour de France is to reveal the diverse landscape of France. Ireland also has a diversity of landscape that can be revealed through the bicycle race. On the one hand, live broadcast of the race is already showcase the landscape. On the other hand, I think that architecture can also physically depict the scene of landscape in a new and meaningful way that can change the way people see the landscape from a background to a representative artefact of the country. The result of the project goes beyond my understanding about the role of architect. The role of architect that is not limit to the research and design but can perform as an interdisciplinary using architecture knowledge as the base.