



Larissis Station

A new urban hub

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Group 5

Description of the situation: Overview



- End node of European rail corridors

- Strategic position: Gate to Asia

- Athens as one of the biggest urban areas in Europe (10 th; 3,5 millions)

- Athens as birthplace of the western civilization

Classification of infrastructure hubs

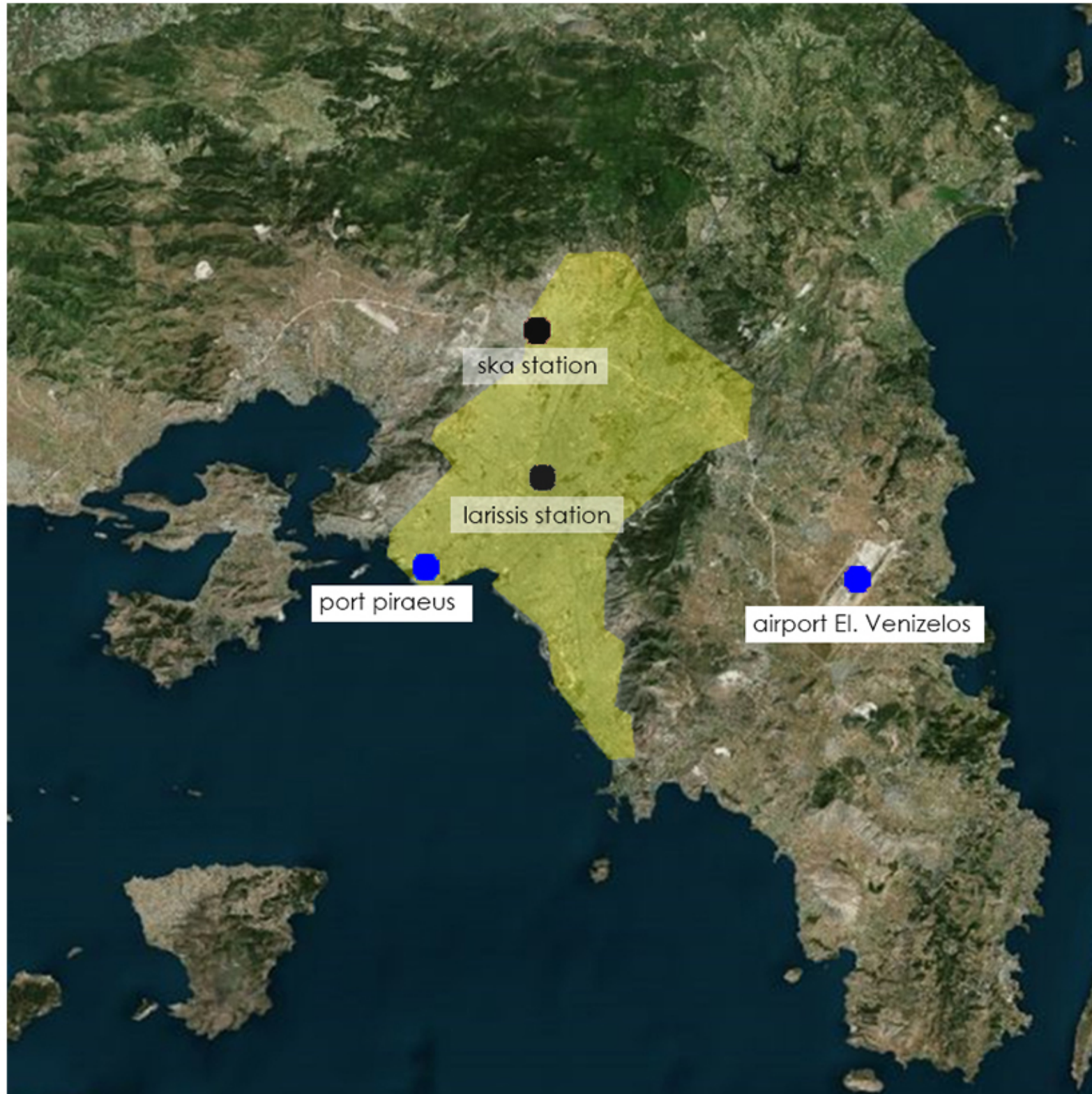


- International Hub:
Airport, Port

- National hub:
SKA-Station (multimodal)

- Urban hub:
Larissis-Station (multimodal)

Classification of interchange facilities



International Hubs

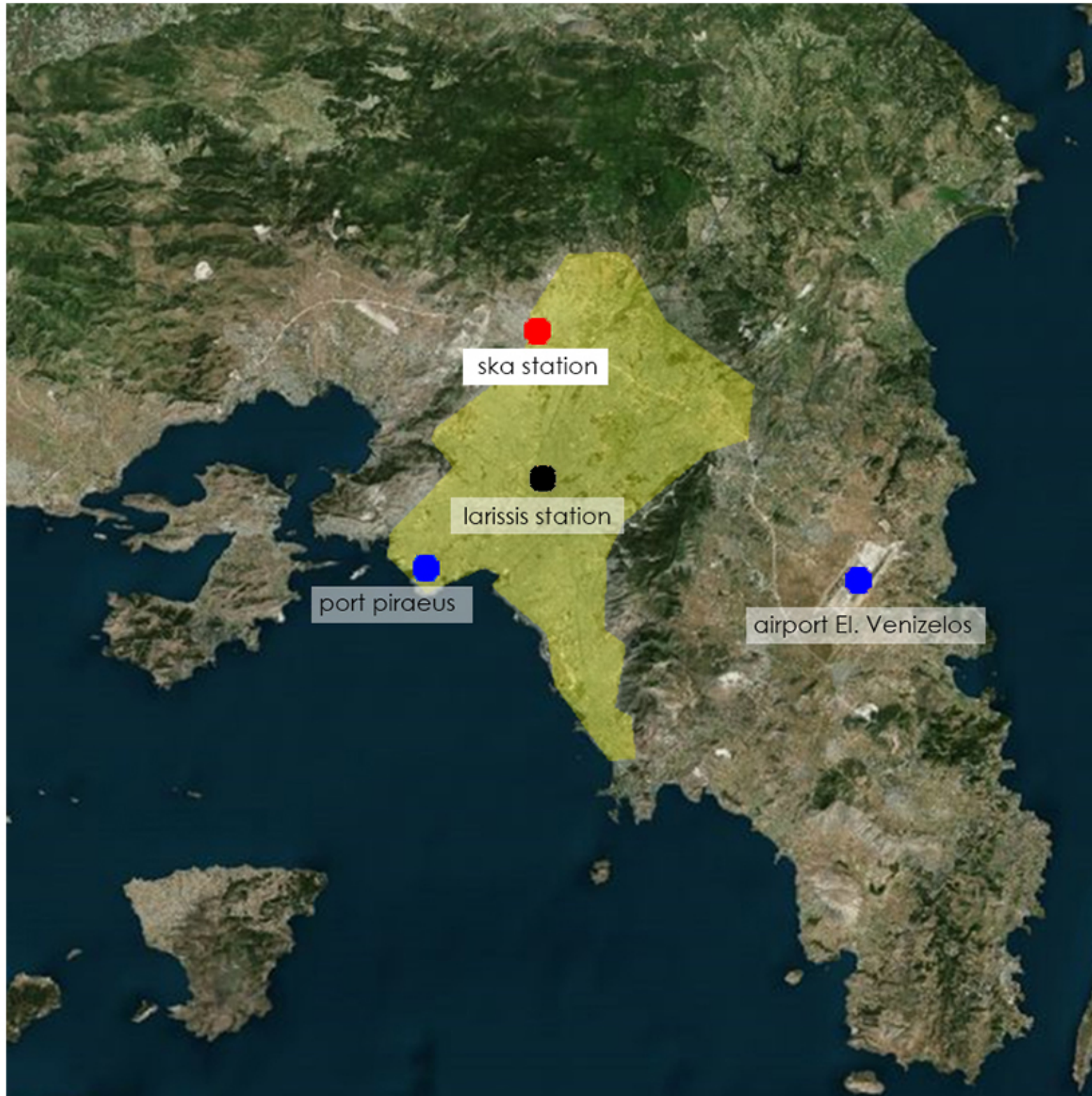
- Logistic/warehouses
- Ferries/exhibition
- Mega events



Photo by airport El. Venizelos



Classification of interchange facilities



National Hubs

- Transfer of the Ktel bus station for international and national connections
- Settlements for big companies
- New development

multimodal mode



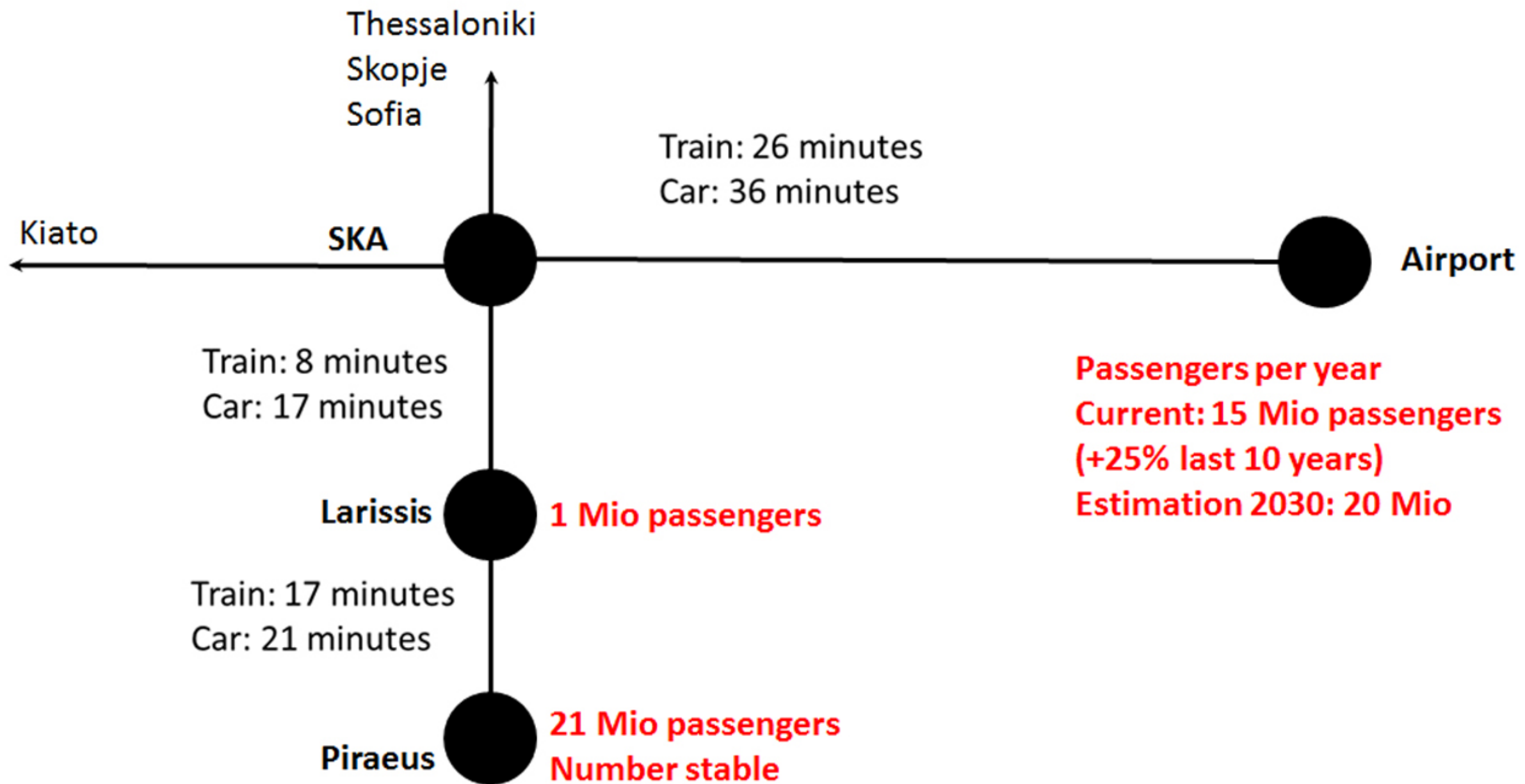
Photo by the Railway Station Lille (France)

Description of the situation: national railway

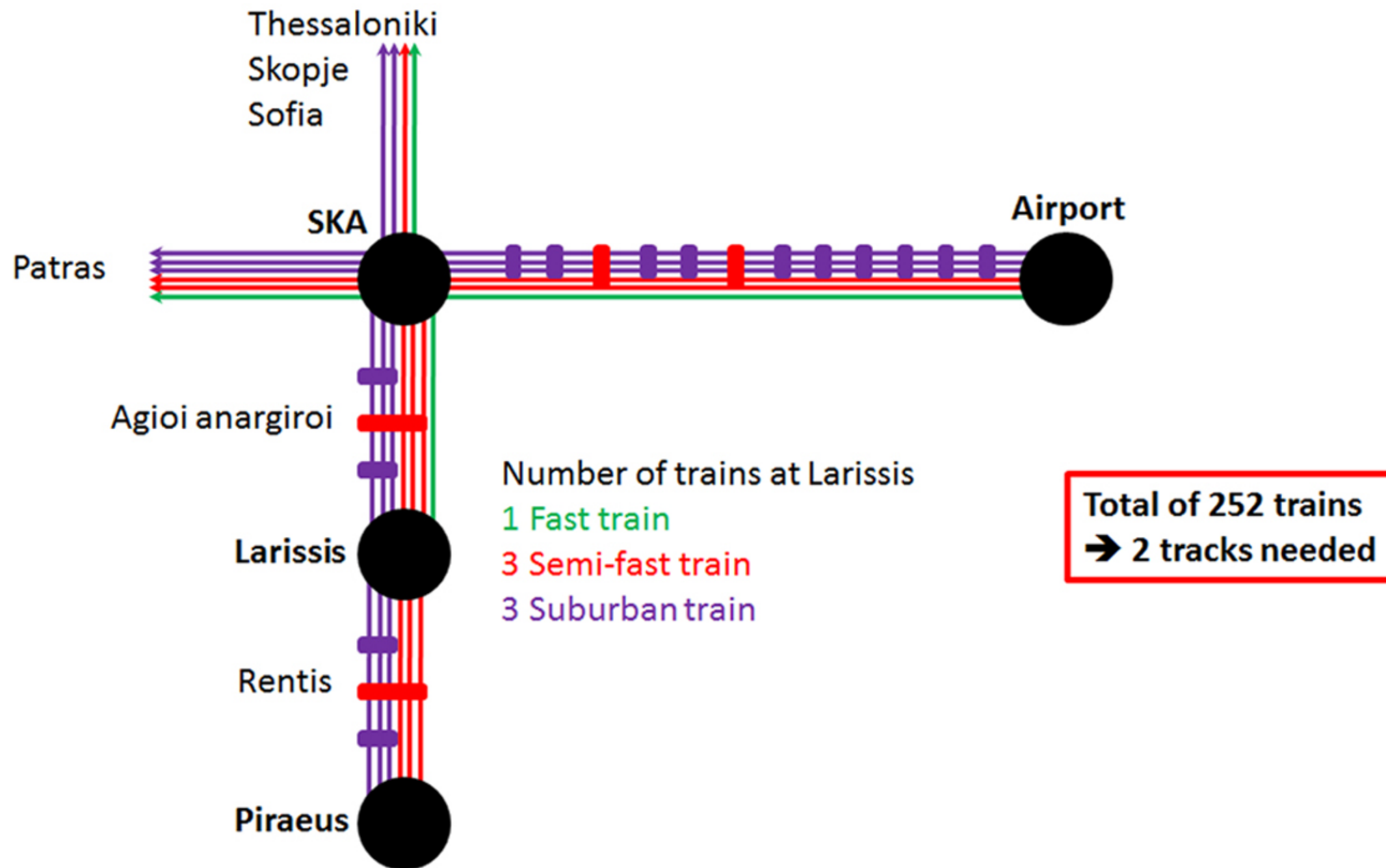
- Lack of infrastructure on national level (Patras, Pigros, Tripoli, Kalamata)
- Lack of competitiveness with the existing bus system
- Connection problem from/to the centre of Athens from/to the national net
- Electrification
- Frequency



Description of the situation: train network



Concept: future train network



SWOT Analysis

Strengths

Compact urban spaces

Proximity with the centre of Athens

Existing traffic infrastructure

Weaknesses

Division of the city between east and west

Difficult interchange between transportation modes

Underused area (bad reputation)

Dominance of car transportation

Chances

Increase the rapidity of transportation between the city and with the international hubs

Creating a network in the center of Athens

Create new centrality and integrate urban areas around the station

Efficient extension of the train infrastructure

Risks

No acceptance for development on political level

Economical crisis

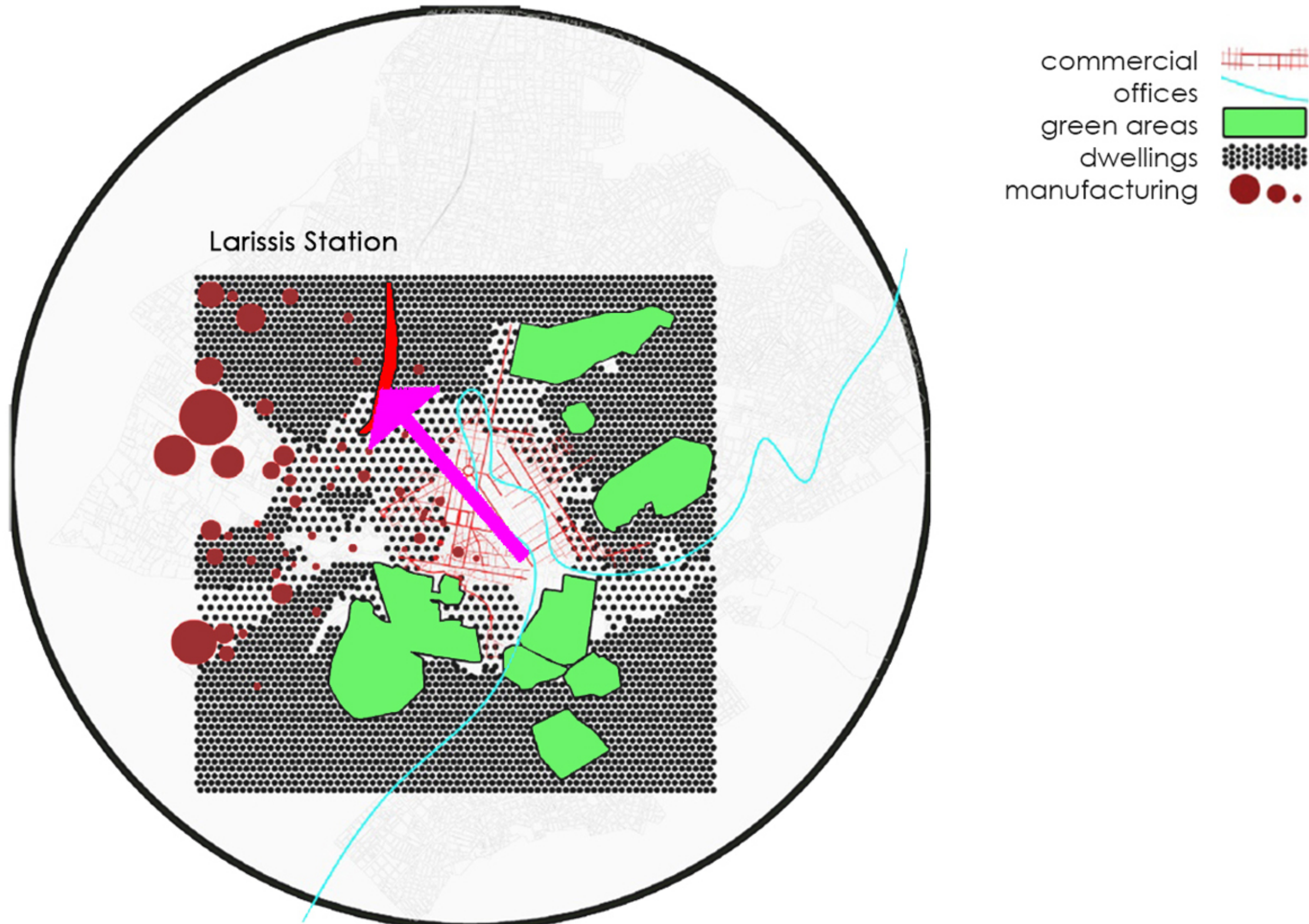
Underuse of the public spaces around the station

Monopoly of the bus transportation

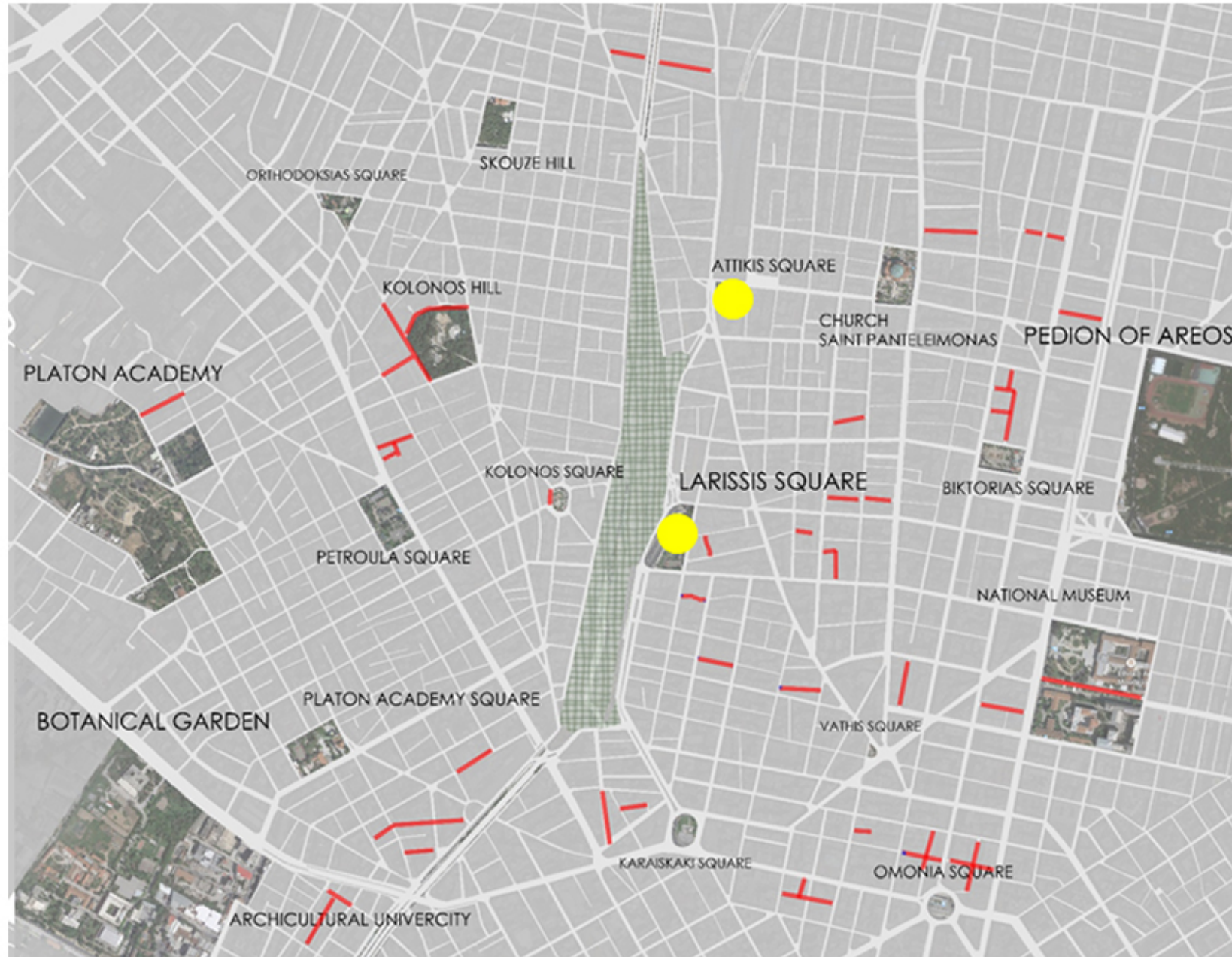
Description: Use of commercial centralities of Athens





Concept: Development of public and private services near Larissis station



Existing archaeological sites / pedestrian ways



Situation in the surroundings:
- A lot of archaeological sites in the neighbourhood
- Few, unconnected pieces of pedestrian ways

-  Existing pedestrian ways
-  Main stations train / bus

Existing public transportation



Current situation at Larissis station:

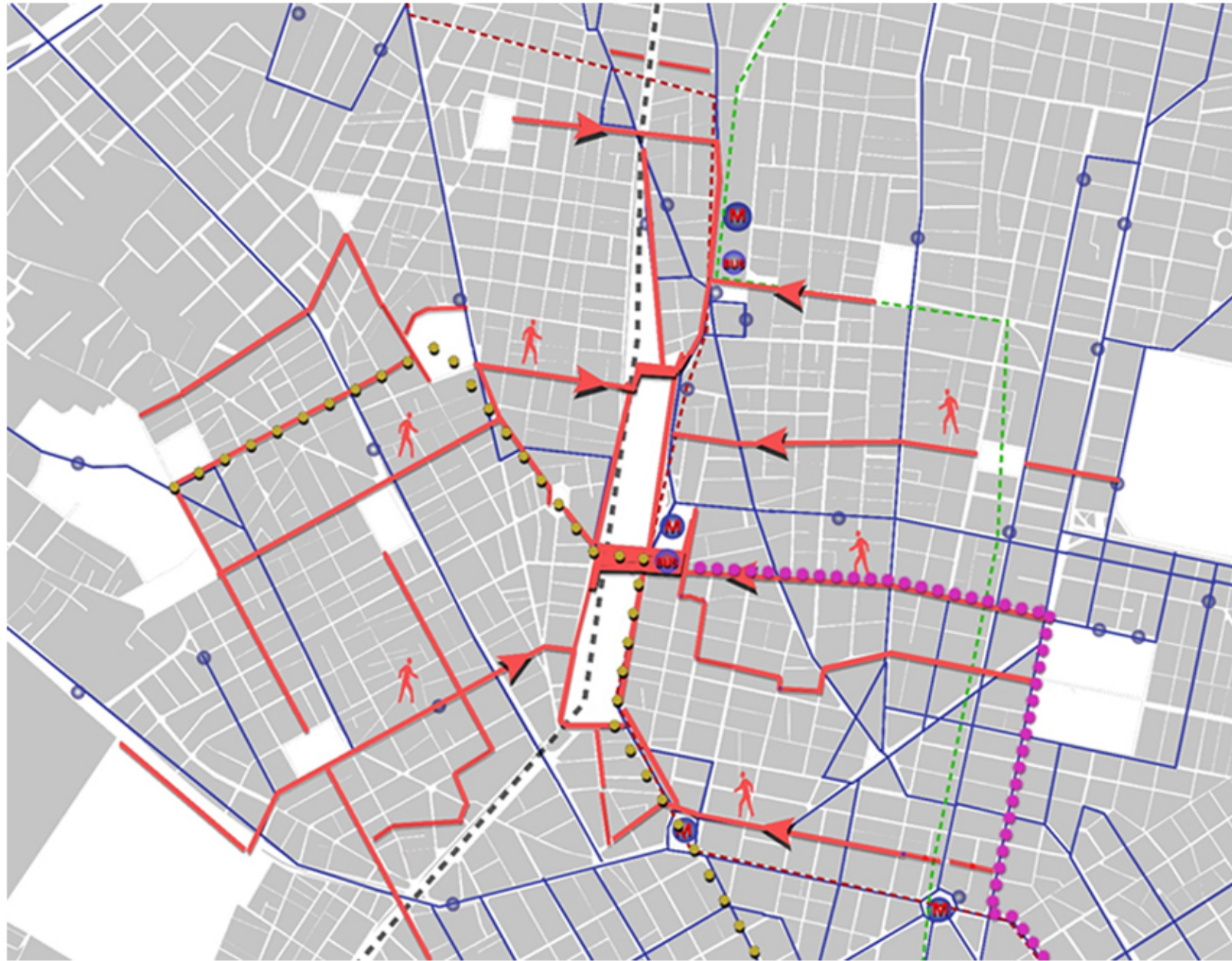
- Connection with metro line 2
- Connection with buses
- No connection with KTEL bus station

Situation in the surroundings:

- Crossing of Metro lines 2 and 3 at Attiki
- Less bus and metro connections on the west than on the east

- Existing public transportation
- Metro Station
- Bus Station
- Immigrant Bus Station

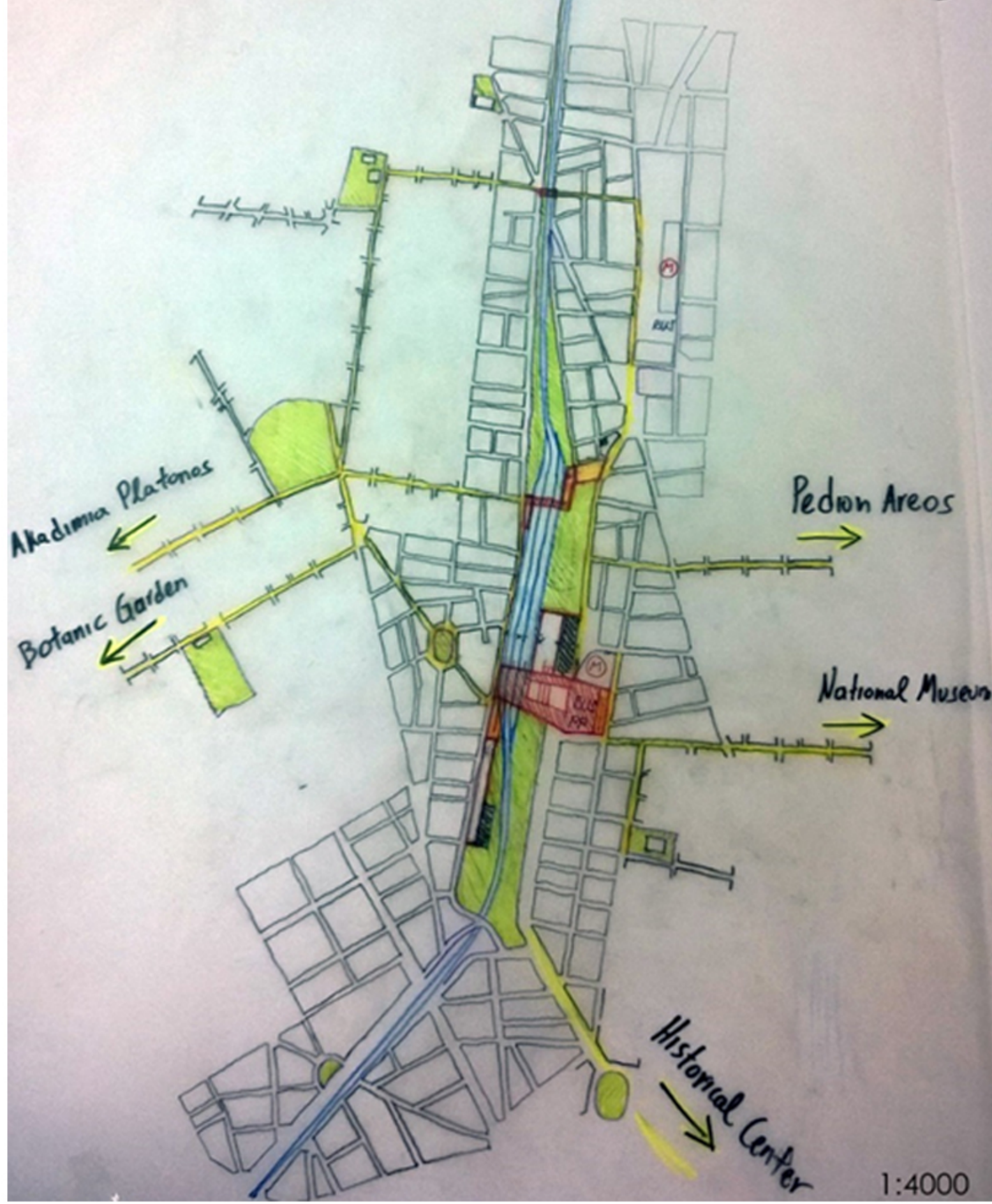
Proposal of a City Network



New situation at Larissis station

- Planned pedestrian/bicycle ways
- Existing public transportation
- Metro Station
- Bus Station
- Extended tramline
- Archaeological path Nr. 6

Towards a new urban hub



Larissis as a new urban centrality

- Archological path systems
- Increase of convenience offers

Using of existing infrastructures

- Historical building as service center
- 2 tracks between the station at street level

- 4 platforms in the railway station

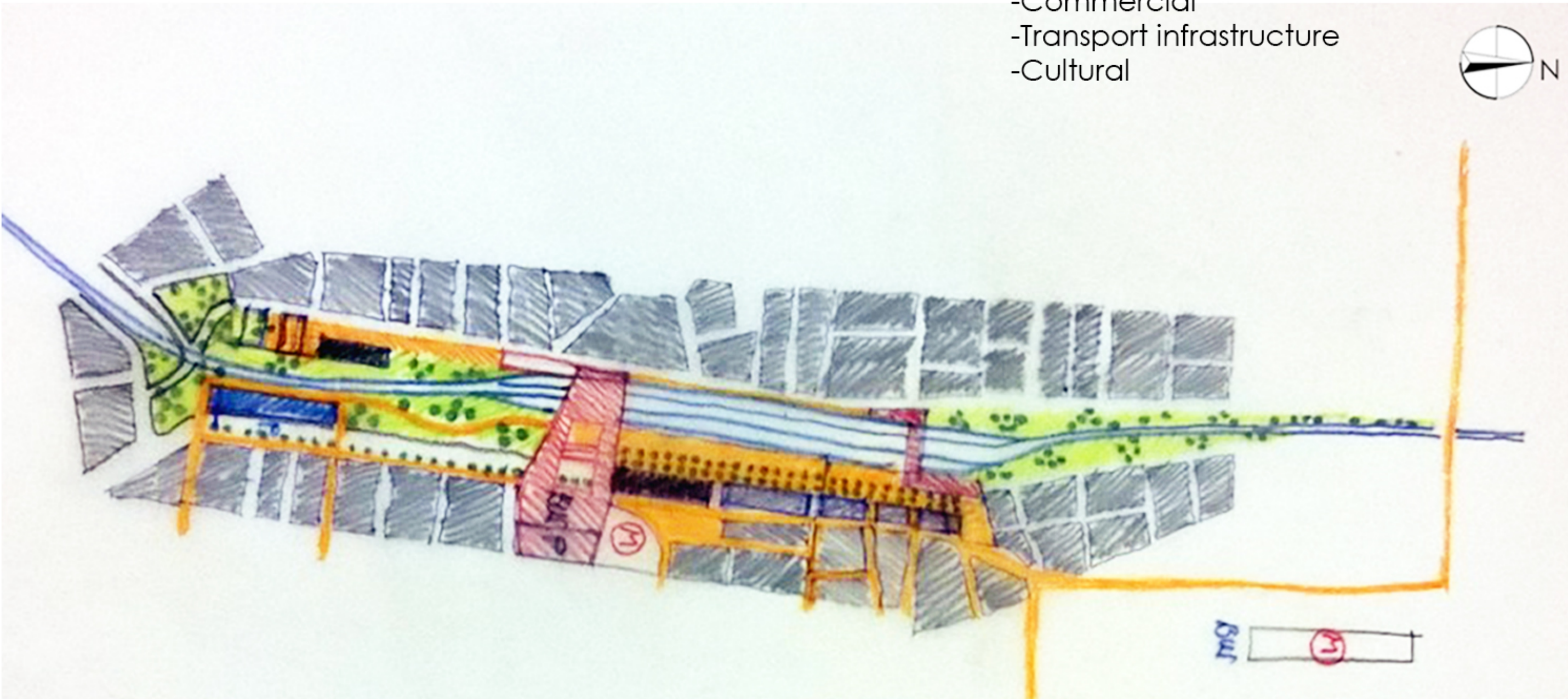
Improvement of the interchanges possibilities

- Connection for pedestrians and bicycles
- Connection for local buses metro station

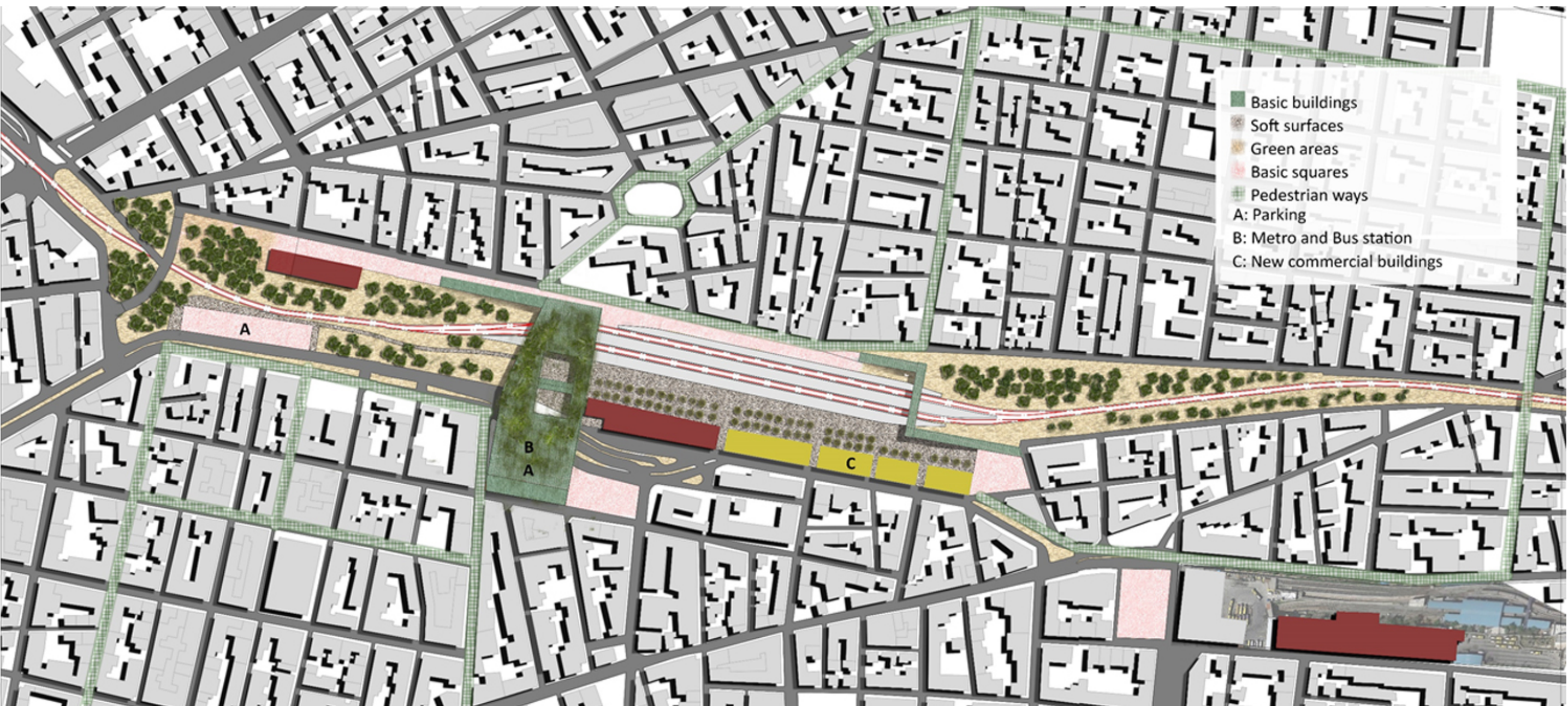
Urban masterplan Larissis station

Use of the free space for public uses purposes

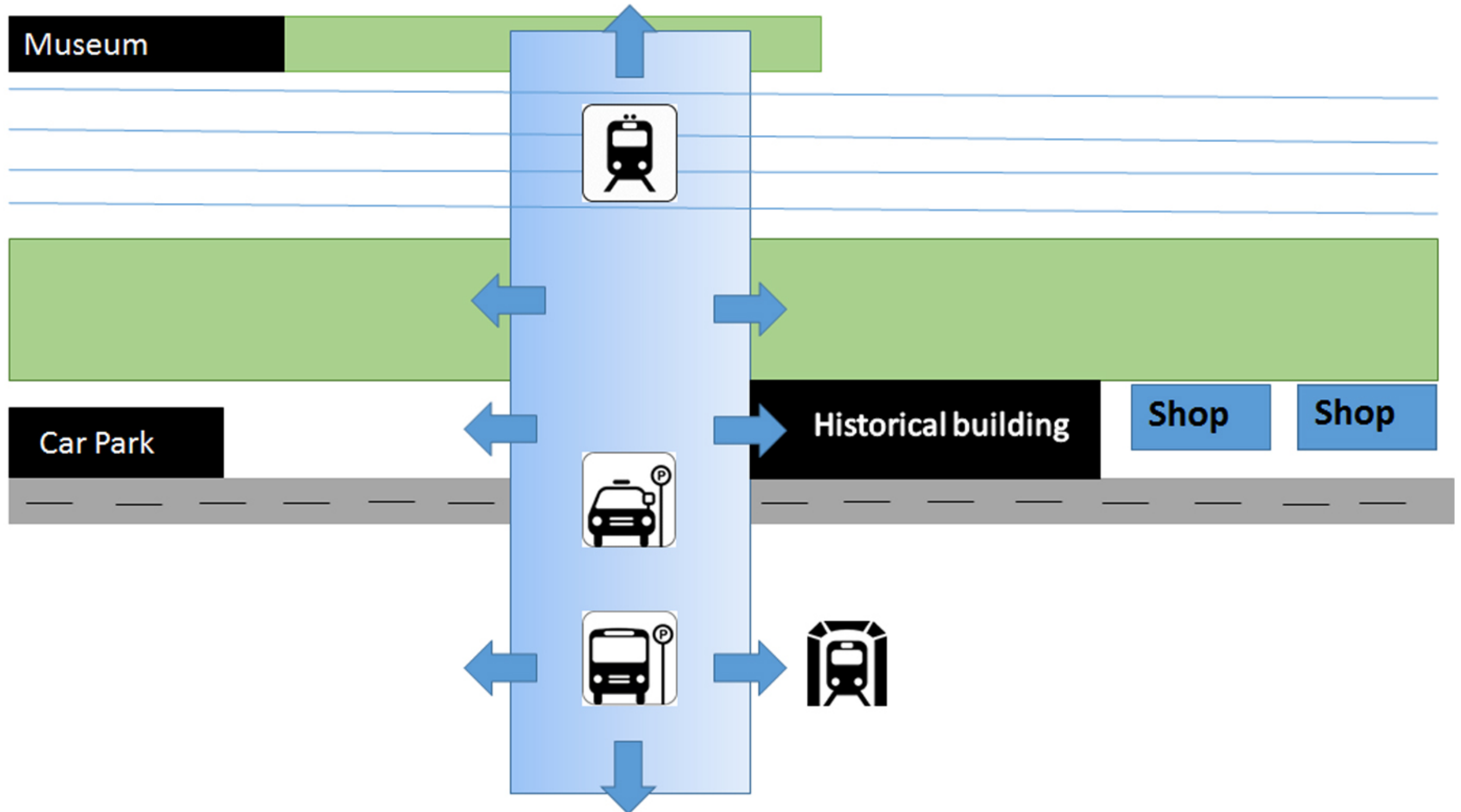
- Green areas
- Public squares
- Commercial
- Transport infrastructure
- Cultural



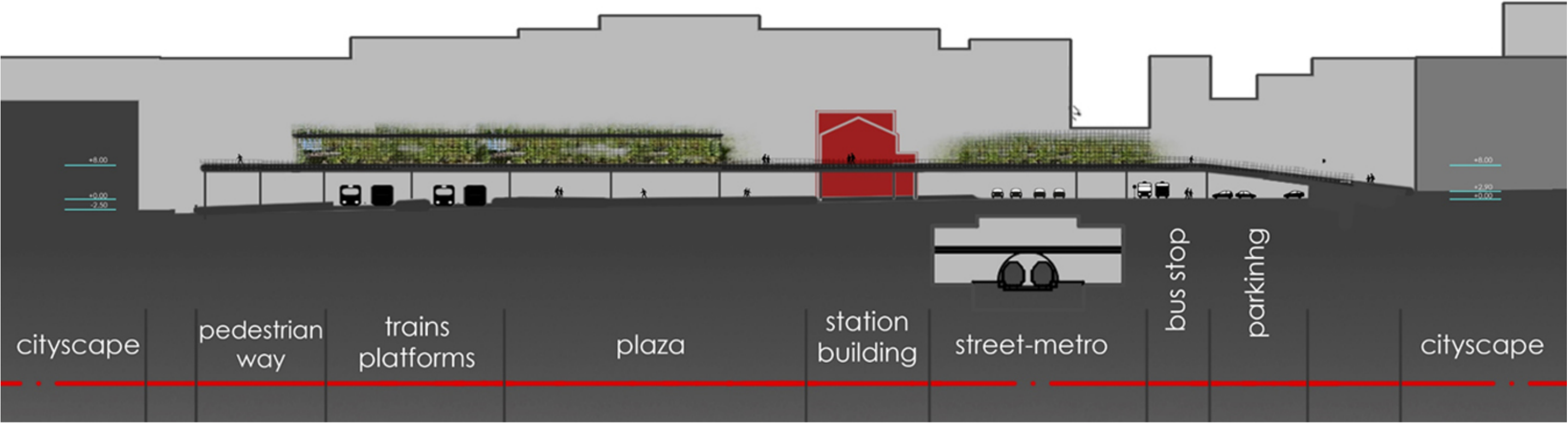
Urban masterplan Larissis station



Functions of the overpass



The overpass section



The green overpass

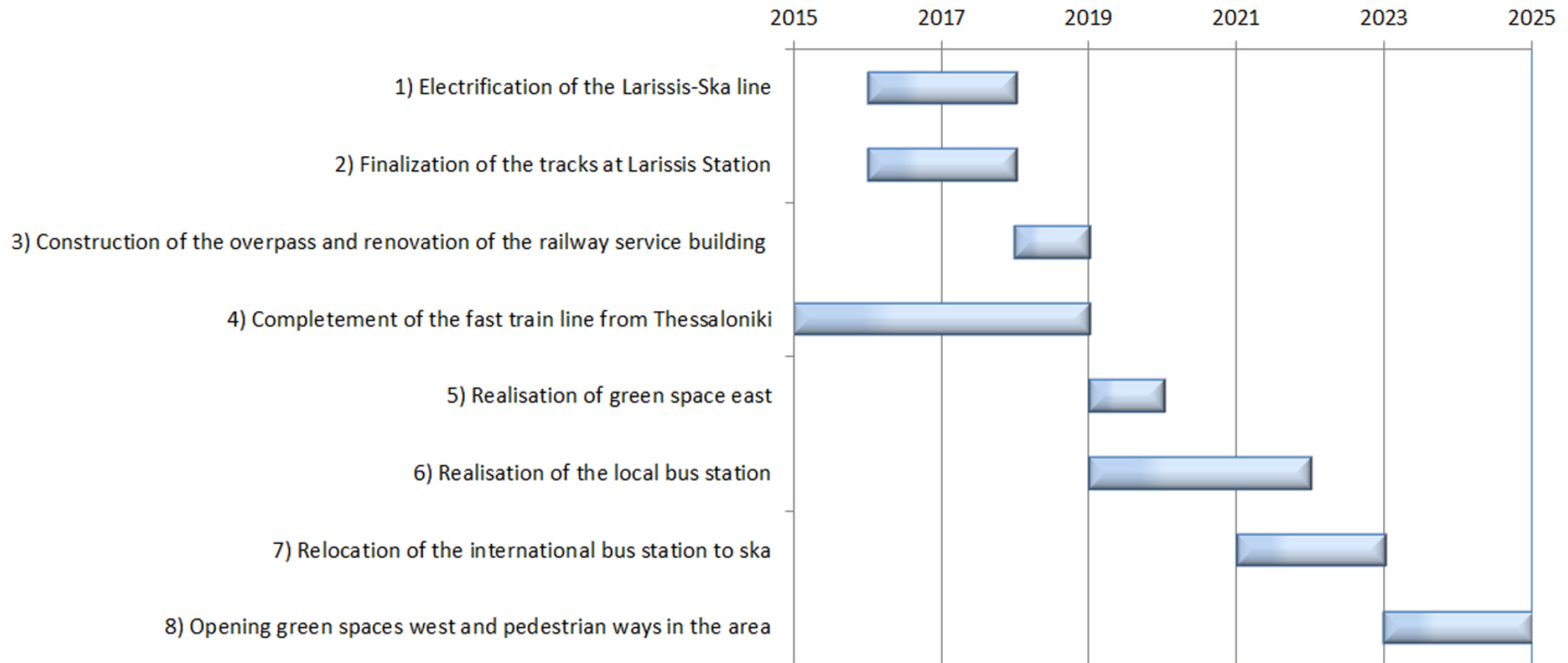


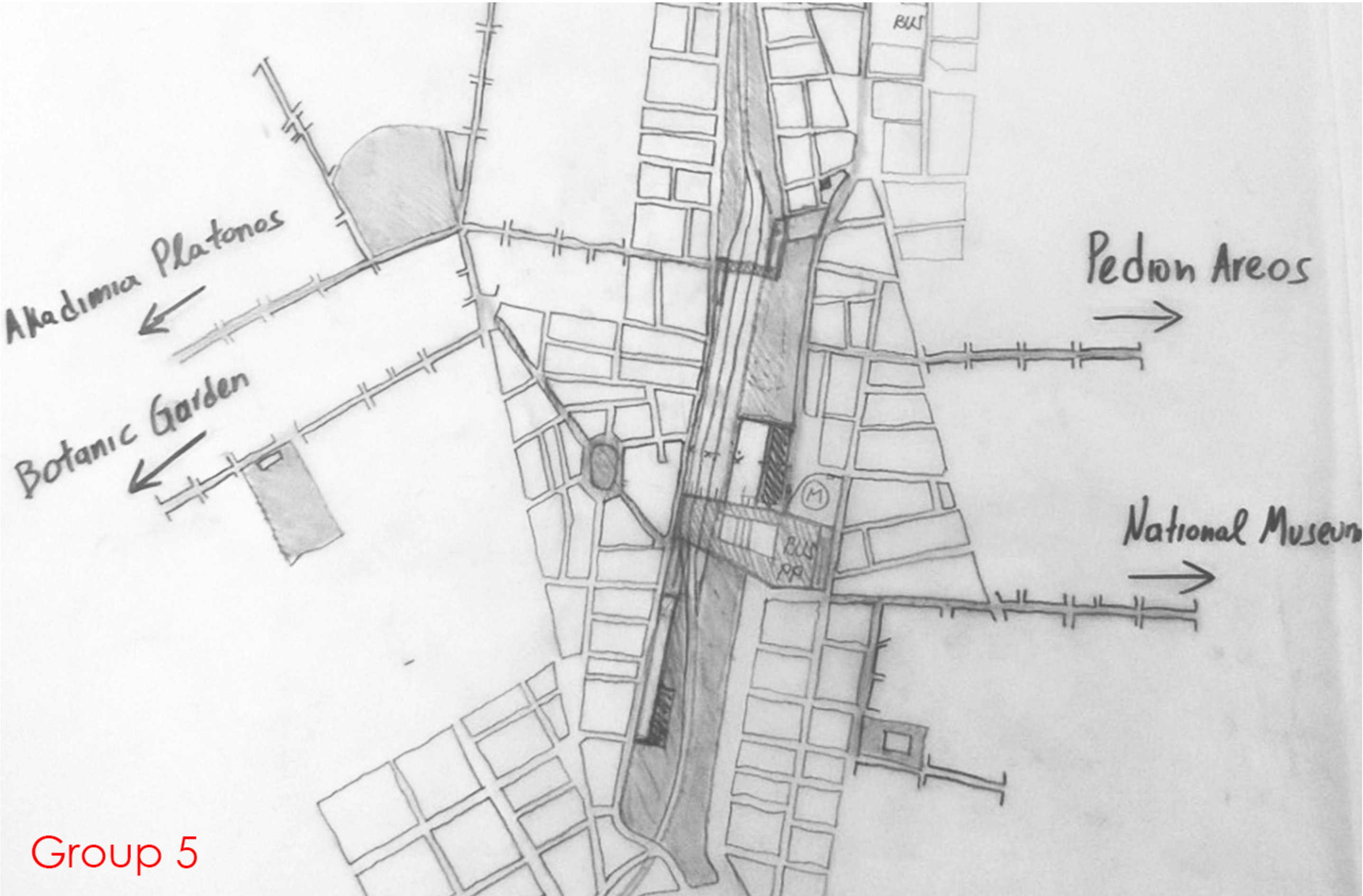
Photo by MFO park, Zurich

Level + 1: Overpass
Level + 0: Train, busses, taxis,
Level - 1: Metro



Implementing timeline





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