

Modal interchange centres like node of innovation in the public transport and in the city

by Paolo Loschi
Tutor: Carlo Socco

New stations, or public transport system's stop, have a new name: interchange modal centres. The degree thesis points out the peculiar features and functional requirements of that centres: they have to permit the efficient pass of the travelling people between different kind of transport , to create good conditions for the use of public means of transport.

Interchange modal centres have basic importance for people movements, they are the occasion to regenerate fulcrums of urban spaces. Most important centres are the city doors of metropolitan areas, in particular the high speed train station; also they are the place of people's intensive flow, in particular at lower hierarchic points of urban net, according to the directional e commercial activities. Moreover activity concentration in the access point of urban net produces the use of public means of transport.



Gare Satolas. Lion

The building of modern interchange modal node becomes an important occasion to improve private investment and a steady commitment of public administration.

This new kind of net is the reason of the changing urban shape: in particular for the upper hierarchic points of urban net new stations are good opportunities to plan modern constructions, which are the bases of new urban landscape.

They could be the occasion to modernise old railway station square, to create new places or arcade like cultural, commercial, directional, aggregate spaces.

New stations are completely different from the old one we know, the reasons are: means they offers, high speed of means, comfort and efficiency. The technology, in fact, is transforming the way of travelling and the net is hits symbolic expression.

New stations prefer high-tech architecture: light and lightness aesthetics, ambient temperature and sound comfort, sense of security in spite of crowd and anonymity. They are redefining they way of plan monumental buildings and the relative integration in the city, also they are changing social, environmental and technical way of plan.



Waterloo Station. London

The first part of the thesis is the individuation of interchange modal centres general problems, giving the methodological guide lines of urban planning, according to the functional and distributive aspects.

The second part gives more attention to define what a interchange modal centre is, analysing the node definition and looking for a systematic typology; moreover in this part of the thesis there is the study of the architectural evolutions of the new stations.

In the third part the attention is focuses on the specific case of Berlin and hits relation with the national railways system in Germany.



Ostbahnhof. Berlin

Last fourth part is a database of significant cases structured by nation, this study permits to have a clear description of hierarchic and typological situation of the node. Again Berlin is accurately studied.

For further information:
paolo.loschi@infinito.it