Multimodal Station as A New Center of City

Case Study: Hamedan Station

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Introduction

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A multimodal station offers many opportunities to enrich the public realm:

- support social sustainability
- create conditions for the economic recovery of inner city areas.

A multimodal station is a **social**, **economic** and **spatial** point of exchange, not merely a **transport** hub.
Social Factors

• Social sustainability is an essential starting point in any discussion of multimodal stations.

• The transport hub is a social hub where many people gather for different purposes. Hence they are complex social places.

Nieuw Hoog Catharijne, Utrecht, Netherlands

Atocha, Madrid, Spain
Economic Factors

- The multimodal station has big economic impacts which can run counter to social gain:
  - Develop new business districts
  - Establish cultural, administrative and educational hubs within walking distance
  - Increase the value of adjacent lands

Victoria City, Bucharest, Romania
The primary role of a multimodal station is that of accessing varying forms of transport (both public and private) while providing a gateway to cities.

A key quality is that of connectivity in **space** and **time**.

Generally, there are four types of transport interchange depended on their basic modes: train, bus, ferry and airport.
Multimodal stations are both:

- Nodes within a transport network to meet the transportation needs.
- Places within the city to meet other civic (social, cultural, recreational, …) needs.
Central city
- Better connection with existing urban fabric
- Adequate travel demand
- Huge impact on existing transport network
- Inadequate land resource

Outskirt / New Town
- Transit Oriented Development (TOD)
- Lower Land Price
- Bad connection with inner city
- Inadequate travel demand

Berlin Central Station, Germany
• Urban areas tend to be not monocentric and try to have often urban locations outside of the center where major employment, services and facilities can also be found.

• Thus:

Multimodal stations become the centers of their districts, new centers of urban and civic life.

Kharkiv, Ukraine

Bangkok, Thailand

Jinan, China
Hamedan Station - Old Location

- Hamedan-Sanandaj
- Tehran-Hamedan
- Hamedan-Malayer

Distance: 12.3 Km
Hamedan Station - Proposed Location
Hamedan Station - Proposed Location

- Ashoura Square
- Sepah Square
- Toward Malayer
Connection with Other Transit Modes

- BRT Line 1
- BRT Line 3
- Hamedan MiniBus Station
- Hamedan Bus Station
- Parking Facilities of Urban Buses
- Urban Services
Advantages

• Better accessibility
• Good connection with the transit modes
• Implementation of Transit Oriented Development (TOD)
• Establishment of an ideal multimodal station
• Increase of public satisfaction, travel demand and consequently total revenue of station
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THANK YOU